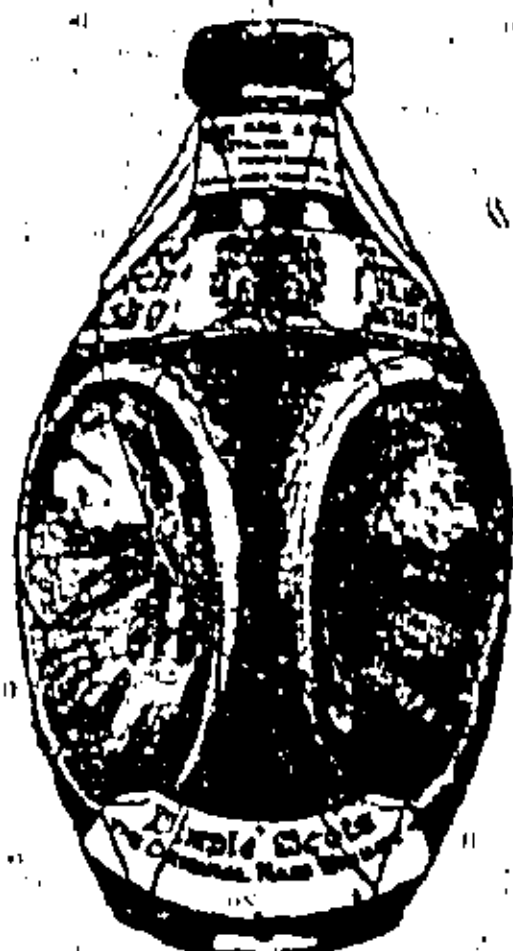






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### HYPOCRITES.

SERMON BY THE REV. H. COPLEY  
MOYLE, M.A.

The following sermon was preached in  
St. John's Cathedral on Sunday morning  
by the Rev. H. Copley Moyle, M.A., the  
Senior Chaplain:—

S. MARK viii. 16. "And He said unto  
them, Well did Isaiah prophesy of  
you hypocrites, as it is written, this  
people honoureth me with their lips,  
but their heart is far from me."

Our Blessed Lord when on earth was  
constantly denouncing the hypocrisy of  
the Pharisees, and if He were here in  
the flesh to-day He would probably find  
plenty of hypocrites to denounce.

Hypocrisy is pretending to be what you  
are not, and Christ charged the Pharisees  
with pretending to be devoted to God  
when they were not. Their religion was  
one of outward observances rather than  
of the heart. The Rabbi had made such  
a complicated set of rules as to washing  
that it took a religious Jew a lot of time  
to keep them all. Six kinds of water  
were distinguished each of higher worth  
for purposes of purification than the  
other, and the Rabbinical books discourse  
at wearisome length, under what circum-  
stances and conditions "collected water"  
is not drawn, but is led into a reservoir  
directly by pipes or channels, may be  
used for bathing and for the cleansing of  
vessels. So simple an act as the washing  
of one's hands before taking food re-  
quired the utmost care not to break some  
Rabbinical rule. The water could only  
be poured from certain kind of vessels,  
it must be water of a special kind, and  
it could only be poured by certain people.  
The water must be poured neither too far  
up the arm nor too low towards the hand.  
The Pharisee lived under a most cruel  
slavery to ceremonial laws. The elabo-  
rate regulations had grown up from a  
praise worthy desire to keep the Jews  
separate from the Gentiles and so keep  
them from idolatry, but the result had  
been that people were so taken up with  
an exact performance of these minute  
external rites that they had no time to  
think about God. Their religion was so  
exacting that it drove God out of their  
lives. God's law as explained by the  
Rabbi touched every detail of a man's  
life, but it left no time for God. It was  
a religion of external observances and  
not of the heart. And for that reason  
our Blessed Lord denounced it, as hypo-  
crisy.

There are some people to-day who are  
afraid to make any open profession of  
religion lest they should be charged with  
hypocrisy. I suppose most of us have  
met people who really believe in the  
Christian religion, but they never come  
to Church because they feel that their  
lives are not being lived on the "least  
Christian lines" and they are afraid of  
being called hypocrites. I suppose we all  
realise that our lives are far below the  
standard that they ought to reach, but  
that is no reason why we should neglect  
the public worship of Almighty God. And  
our Church service takes it for granted  
that we are very far from perfect, and  
so puts into our lips the words of the  
General Confession. It is absurd to  
think, as some people do, that people  
who attend public worship are claiming  
to be good people. Our attendance here  
proclaims our belief that we need the  
help of God if we are to live aright and  
we confess everytime we join in public  
worship that we have offended against  
God's holy laws. We do not pretend to  
be holy because we come here to worship  
God, but we do come to give Him the  
worship which is His due and to receive  
such a portion of His grace as will help  
us to live better lives.

Yet it is well for us to remember that  
hypocrisy is a sin to which religious  
people are very liable, and we do well  
to question ourselves as to the reality of  
all we do and say here. To think again  
of that General Confession which we  
have just joined in repeating, had we  
clearly in our minds as we said it the  
sins we had committed since last we were  
here? Had we definitely in our thoughts  
the particular acts in which we have  
erred and strayed from God's ways? Had  
we clearly in mind our sins of omission  
when we said "We have left undone  
those things which we ought to have  
done," and did we think with sorrow of  
the evil acts we have done since last  
Sunday when we said, "We have done  
those things which we ought not to have  
done." One of the things which we  
ought to do when we kneel down on first  
entering the Church is to think what are  
the sins which we are going to confess  
to God when we join in the General Con-  
fession. This will be easy if we are in  
the habit of spending a short time every  
night before retiring to rest in recalling  
to mind the sins of the day and asking  
God's forgiveness. It is clearly gross  
hypocrisy to appear to take part in the  
General Confession if we have not taken  
the trouble to find out what sins we have  
committed. But if we have collected in  
our mind our sins and offences and pour  
them out before God with real penitence  
then the Absolution will bring us the  
assurance that God has forgiven us, and  
we shall return to our work feeling free  
from the burden of sin and ready to  
make a new start in the service of God.

Hypocrisy has been the vain of religion  
in all ages and we must constantly be on  
our guard against it, for there is no dan-  
ger of our keeping up religious habits  
when they have ceased to mean anything  
to us. God does not look so much at  
the outward observance as man does, but  
God looks into the heart and He judges  
us by what He sees there. Does He see  
that our heart is far from Him, or that,  
in spite of our failures and our sins, we  
are really trying to please Him and to  
do His will. In our religion let us be  
perfectly honest and never attempt to  
pose as being other than we are. But  
though religious hypocrisy may be the  
worst kind, it is very far from being the  
only kind of hypocrisy against which we  
have to be on our guard.

A common form of hypocrisy at the  
present time is for a man to pretend he  
is much busier than he really is. I re-  
member a man who occupied a high posi-  
tion in the service of the Crown in this  
Colony once telling me that he had never

had more work than he could do in four  
hours a day. I suppose the incident im-  
pressed itself on my mind because it is  
not what one usually expects to hear.  
A good illustration of the "busy hypo-  
crite" occurs to me. Some years ago a  
man had been paying a visit to my wife  
and myself which had lasted well over  
an hour, when he asked if he might use  
our telephone. He went to it and ring-  
ing up a certain subordinate of his began  
by saying that he had had a very busy  
day and had only that moment got home.  
As a matter of fact he had been home and  
changed his clothes before paying his  
lengthy call at our house. People seem  
to think that they must always appear  
busy, and I suppose that is why so many  
people always appear to be in a hurry  
and end by accomplishing very little.

Another form of hypocrisy appears in  
the society hypocrite, the man who poses  
as being on very familiar terms with very  
distinguished people. I remember many  
years ago a man saying to me that the  
Bishop of Winchester was a very great  
friend of his, and shortly afterwards I  
mentioned the man to the Bishop who  
said he did not remember him at all. If  
the society hypocrite would spend more  
time in thinking about God and getting  
to know Him, he would not want to boast  
of acquaintance with mere mortals, who  
will soon die like the poorest of men.

A common form of hypocrisy, amongst  
people who have but little money, is to  
pretend that they are better off than they  
are. They often pose as wealthy to their  
own detriment just because they have not  
the moral courage to say "I cannot  
afford it."

On the other hand even more despicable  
is the rich man who pretends that he is  
poor in order that he may evade the  
responsibilities which his riches lay upon  
him.

Let us remember that the all-seeing  
eye of God is continually upon us and  
no hypocrisy can escape upon Him. He  
loves truth and perfect honesty, and He  
asks us to give Him the genuine service  
of the heart. The hypocrite can never be  
really happy, for he is in constant fear  
of being found out, and fear excludes  
happiness. "Men should be that they  
seem."

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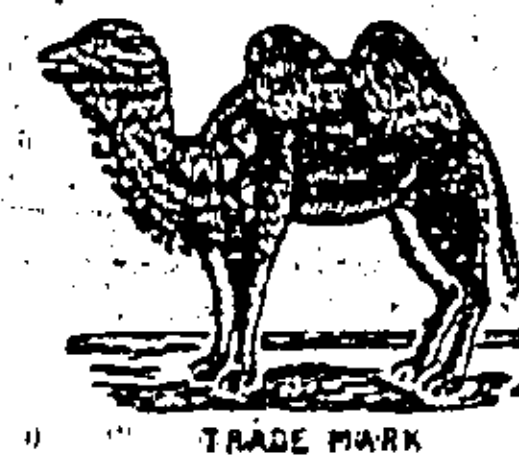
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## RAILWAY FOR NANNING A PRESSING NEED.

## A DISTRICT OF GREAT WEALTH HAMPERED.

In the course of his trade report for 1923, Mr. F. R. C. Surplice, acting Commissioner of Customs at Nanning, states: "The continuation of the political strife in the neighbouring province of Kwangtung has detrimentally affected the commercial prosperity of this port throughout the whole year. The early part of the year was a period of very great anxiety to the commercial community, owing to the uncertainty of the situation at Wuchow and beyond and to the wavering attitude of the military commanders stationed along the river between Nanning and Wuchow."

During July the district experienced incessant torrential rains, and at the end of the month streams had swollen to the dimensions of rivers, and the river itself became a raging torrent, overflowing its banks and inundating the country round about for hundreds of miles. It was fully a month before the more low-lying districts, and another month before the silt deposited had been gathered up and removed. This flood was one of the highest on record, being only exceeded by that which occurred during the summer of 1913, when the waters rose to a height of 54 feet. During this period all trade ceased, and launches tied up wherever and whenever they could, some having to go a considerable distance inland to get out of the force of the current.

The geographical position of Nanning, with its only natural trade outlet through the province of Kwangtung, renders it peculiarly liable to be affected by the political situation prevailing in that province, and attention has on several occasions during the year, been directed to the projected railway from Yunnan, a situated a little to the west of Pakhoi, to Nanning, with the view of obtaining an alternative outlet for the produce of this part of the province, and thereby rendering it free from any dislocation accruing from political disturbances in the Canton delta. A concession for the building of this railway, to be eventually continued via Posh and Yunnanfu to Chungking, was granted in 1914 to the Banque Industrielle de Chine, but beyond a preliminary survey nothing seems to have been done. There is no doubt that a line connecting Nanning with the Gulf of Tonkin would very materially enhance the commercial prosperity of the port of Nanning, and it is to be hoped that, now the matter has again come under discussion, means will be found to carry the project through in the not too distant future. This part of the province contains a great deal of natural wealth which could easily be put on the world's markets if a convenient means of access to the sea, free from political disturbances, could be developed. Coal is abundant and easily procurable, and amongst other minerals to be found in commercial quantities are gold, silver, antimony, tungsten, tin, and bismuth.

The gross value of the trade of the port was Hk. \$5,749,631, a total which exceeded that of the previous year by Hk. \$1,289,943, but the balance of trade for the year was against the port by Hk. \$1,700,013. The total revenue collected amounted to Hk. \$1,052,290, being an increase over the collection for the previous year of Hk. \$1,351,180. These figures, however, do not accurately represent the revenue importance of the port, for, under a system which is peculiar to this port, a very large proportion of goods destined for Nanning pays duty at Wuchow, and the amount thus collected is included in the statistics for that port.

## £16,000,000 TO PAY.

HALF-YEAR'S INTEREST ON  
DEBT TO U.S.

The following is from a recent Home paper:—

On June 15th a half-yearly interest payment of nearly 69 million dollars is due from the British Government to the United States.

Hitherto we have effected some saving through the clause of the debt-funding agreement under which payment can be made in American Liberty Bonds at their face value. These bonds have been bought in the market below 100 and surrendered at 100. Now, however, most of these bonds are rising above 100, and the clause becomes useless.

This means that the Government has either to ship gold from our gold reserves or to buy dollars, or gold, in the market.

Purchases of dollars for such purposes are made through the Government agents in New York at varying rates. Taking the current exchange rate as a basis, the impending interest payment would amount to about £16,000,000.

A full year's interest, with the annual instalment of principal, would amount on the same basis to over £37,000,000, or at the rate of over £700,000 a week. This is equivalent to about 7½d. in the £ of income-tax.

## £80,000. CABMAN.

DIES BEFORE RECEIVING HIS LEGACY.

William Brown, the Dublin cab-driver who was declared by the Irish courts to be heir to an estate of more than £80,000, died last month in a Dublin nursing home before he was able to enjoy his legacy.

Some months ago Brown was reading a newspaper which had been left in his cab and noticed in it an advertisement seeking the heirs of Mrs. Lewis, of Kilsallen, County Kildare, who died intestate. Recognising her as a distant relative, he had his claim taken up and won his case.

Pending completion of legal formalities, the court granted him an advance of £250. He continued to drive his cab up to a few days before he was taken seriously ill. He leaves a family.

## WEATHER REPORT

July 21st at 18.55.—Pressure changes are everywhere slight; depressions are probably situated over S.W. China and the Sea of Japan. Hongkong rainfall for the 24 hours ending at 18 hours, July 21st, 0.78 inch. Total since January 1st, 84.20 inches, against an average of 47.25 inches.

The forecast for the 24 hours ending at 18 hours, July 22nd is as follows:—

District Forecast:—  
Hongkong to Gap Rock: S. winds, moderate; cloudy; rain.

Formosa Channel: do.

South coast of China between Hongkong and Lamock: do.

South coast of China between Hongkong and Hainan: do.

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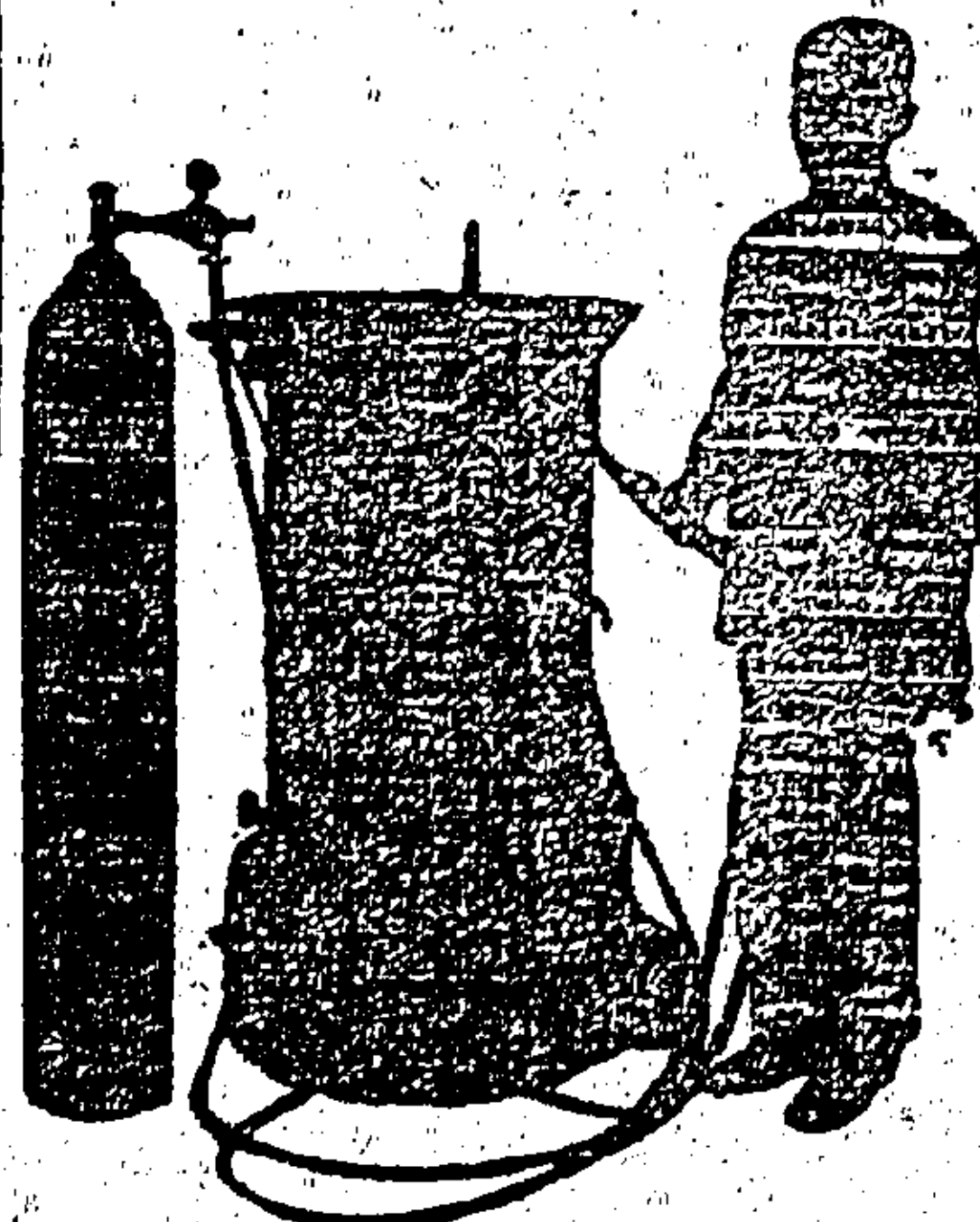
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YEE SANG FAT CO.

## THE BOXER INDEMNITY. DISCUSSION IN THE HOUSE OF COMMONS.

Mr. Ponsbury, Under-Secretary for Foreign Affairs (Sheffield, Brightside), in moving on June 16th the second reading of the China Indemnity (Application) Bill, said that in December, 1922, his Majesty's representative in Peking informed the Chinese Government that the British Government had decided to devolve the outstanding Boxer indemnity to purposes mutually beneficial to China and Great Britain. The money was not to be remitted in the sense of handing it over to the Chinese Government free from control. It was to be put at the disposal of his Majesty's Foreign Minister for such purposes as might be considered mutually beneficial to British and Chinese interests—largely educational and cultural purposes—where what were in view. When this Bill was passed, a Committee was to be appointed to investigate the different objects to which this money should be allocated, and the best means of securing the satisfactory administration of the fund and to make such recommendations as might seem desirable. The Government had approached several individuals, but he was not yet in a position to give the names of the Committee or the Chairman. They were inviting the Chinese to co-operate with them in the disposal of the money, and Chinese would be asked to join the Committee. He recommended the measure to the acceptance of the House with the utmost confidence in its wisdom and in the beneficial result which might be expected from its operation.

Sir S. Hoare (Chelsea, C.) said the measure was in favour of the general principles of the Bill, but he thought that to give the Government a free hand in the distribution of the money was an objectionable course. This matter ought to be put right before the Bill reached the Statute Book.

Sir S. Samuel (Putney, C.) moved the rejection of the Bill. He said the Chinese Government had introduced a measure which allowed Chinese merchants and manufacturers to pirate the trade marks and patents of British manufacturers and merchants. His object in protesting against this Bill was that we should retain something to negotiate with. He recognised that it was useless to divide the House on the matter.

Sir F. Wise (Gillingham, C.) seconded the rejection of the Bill. He said he noticed in the House that the money that was going to be given up by the British would go in part to railway building. If we were to give up any amount why should we not follow the example of France, who was going to put the money into a bank? We should then help to develop trade between this country and China.

Colonel L. Ward (Hull, N.W., C.) asked what the amount was that the British taxpayer was sacrificing under the proposal.

Mr. E. Harvey (Dewsbury, L.) admitted that there was a just grievance in the matter of British trade-marks in China, but it would rob the action which the Government were proposing of its force if they made it a matter of bargaining. He appealed to hon. members opposite to withdraw their opposition to the Bill on the ground of the whole relationship of the two countries. He believed that the Bill would ultimately be for the material benefit of this country.

Mr. D. G. Somerville (Barrow, C.) Mr. A. Fletcher Moulton (Salisbury, C.) Mr. A. M. Samuel (Farnham, C.) and Mr. D. Herbert supported the amendment.

Mr. Ponsbury, in reply, said that the suggestion that this proposal should get a "quid pro quo" was a very old one. If we were to withhold the remission of this indemnity until all the outstanding questions with China were settled he was afraid it would be deferred for very many years to come. The Government did not intend to use the proposal as a lever as part of a bargain. The suggestion of Sir S. Hoare that the committee should be a statutory committee would be considered at a later stage of the Bill, which he reminded the House was drafted by the late Government.

Mr. H. Johnston (Willesden, E. L.) expressed the view that the Under-Secretary had not made out such a strong case for the Bill as to justify the House giving it a second reading.

Mr. G. Balfour (Hamstead, E.) moved the adjournment of the debate. The motion was rejected by 115 to 52—majority, 56. The amendment was defeated by 116 votes to 55—majority, 60, and the Bill was read a second time.

## ENGLISH CHURCHES IN JAPAN.

Despite the almost irreparable havoc caused by the earthquake in September last, Japan is quickly repairing the damage caused by the disaster. Communications are now more or less established, and the business and social life of the people in the areas affected are gradually becoming normal again. The English churches in Tokyo and Yokohama, which formed the centre of the social life of the British colonies in these two cities, suffered severely in the earthquake. In Yokohama the church parish hall and chapel were completely wrecked. The church in Tokyo still stands, but a sum of £2,000 must be found in order that the site may be retained. It is estimated that £20,000 will be required to pay off this debt, to rebuild the church at Yokohama, and to carry out other improvements. To raise the needed amount an English Church Tokyo and Yokohama Restoration Fund has been opened, as has been already noted. The principal contributors include the Queen (£25), the Prince of Wales (£20), the Chartered Bank of India, Australia, and China (£500), and the Hongkong and Shanghai Banking Corporation (£200), and donations, which are urgently needed, should be sent to the Rev. Eustace Strong, Organising Secretary, at 55, Lansdowne Road, London, W.11.

## JUDAH I. EZRA BANKRUPTCY DISCHARGE REFUSED.

Strongly criticizing the gambling spirit and saying that the bankrupt had deserved all he got, Judge Grain at R.M. Supreme Court on the 17th inst., refused an application for discharge in bankruptcy by Judah Issac Ezra, whose liabilities were stated to be in the neighbourhood of £15,000.

The application was opposed by the Official Receiver (Mr. R. F. le Mesurier) and representatives of two of the creditors, Mr. C. Stigter, for the Netherlands Indies Bank, and Mr. C. R. McGuire, for Mr. H. E. Morris. Mr. M. Reader Harris appeared for bankrupt.

The Official Receiver (Mr. R. F. le Mesurier) said Ezra was adjudged bankrupt in April, 1921. He applied for his discharge on January 21st, 1922, the application being heard on April 11th, 1922. Since his last application for discharge, bankrupt had obtained employment with the China Realty Co., Ltd., at a salary stated to be £200 per month. Certain periodical payments had been made in pursuance of an arrangement between Mr. Ezra and Mr. le Mesurier's predecessor to repay £75 per month, but those payments had not been regular, the Official Receiver told the Court.

The grounds on which he opposed the application, the Official Receiver continued, were in his predecessor's report, the paragraph reading as follows:—

"I consider that the bankrupt's discharge should be refused under Section 23 (2) of the Bankruptcy Act, 1914, on the following grounds:— (a) That the bankrupt's assets are not of value equal to 10% in the pound on account of his unsecured liabilities. (b) That the bankrupt omitted to keep such books of account as are usual and proper in the business carried on by him, and as sufficiently disclosed his business transactions and financial position within the three years immediately preceding his bankruptcy. (c) That the bankrupt contracted a debt provable in the bankruptcy without having had at the time of contracting it reasonable or probable ground of expectation of being able to pay it. (d) That the bankrupt has brought on his bankruptcy by rash and hazardous speculations and by gambling."

"I have heard from various sources that bankrupt has not materially altered his mode of life," the Official Receiver concluded, "and is not taking any serious effort to meet his liabilities."

SEVERE AMUSEMENT RESORTS.

Mr. C. Stigter, on behalf of the Netherlands Indies Bank, describing bankrupt's transactions with the bank as mere gambling, bankrupt not having a cent, he had made no effort at all to pay, and he had been seen in various places of amusement.

Mr. C. R. McGuire, opposing the application on behalf of Mr. H. E. Morris, a creditor to the extent of a lakh in hard cash lent to bankrupt. Against that hard cash, said Mr. McGuire, Mr. Morris received an I.O.U. In another Court in Shanghai a certain Chinese had received 10 years' imprisonment for attempting to extract money from a member of the community. From Mr. Morris, another member of the community, bankrupt had extracted a lakh, while another had extracted 10 years' imprisonment for attempting to repay the money, to let him loose again on the community to carry on the same kind of extraction from members of the community," said Mr. McGuire. There was no justification for bankrupt saying that he had made any serious attempt to repay his debts, and Mr. McGuire, personally, had seen him going about the town at one of the best dressed and best clothed. "He can apparently afford better clothes than I can," Mr. McGuire commented.

FINE CLOTHES AND MOTOR-CARS.

Bankrupt had been seen going about in motor-cars, and he had been able to afford counsel in that Court to try and get him out of obligations for which he had given his I.O.U. "I strongly oppose any attempt," said Mr. McGuire, "to release him from this obligations."

Mr. Reader Harris mentioned that when the similar application was made in April, 1922, it was pointed out that bankrupt had admittedly brought on his bankruptcy by rash and hazardous speculations, but at the same time it was also emphasized that it took two to make a speculation.

Mr. Reader Harris did not suggest that the banks were gambling, but most emphatically he would say that the banks and Mr. Morris knew Mr. Ezra's condition. In fact, counsel believed that Mr. Morris lent Ezra one million or security. Mr. McGuire had come to Court stating that bankrupt had extracted his money in the same way as a man who took it with a revolver. That was nonsense. The Official Receiver had stated that bankrupt's debt was about £20,000, but the proved amount was only seven lakhs.

Formerly worth £1,000,000. This bankrupt, Mr. Reader Harris submitted, was very different from some bankrupts in which poor men had been robbed by the bankrupt. This was a case of a man speculating and making large sums of money. At one time he was worth over £1,000,000. Believing he could make more, he went on. He was unlucky and now, instead of being looked up to as a citizen of high standing, he found himself cast down and his creditors come to Court to kick him down lower and keep him down. "I challenge Mr. McGuire, or anybody else," said Mr. Reader Harris, "to show how a man who is an undischarged bankrupt and who is now employed in an office at £250 a month can do more than he has done." Bankrupt (Continued on next column.)

## THE BANKRUPTCY OF MR. MOLLER. COMPOSITION ACCEPTED BY CREDITORS.

The composition which has been accepted by creditors in the bankruptcy of Mr. Eric Moller was approved in R.M. Supreme Court at Shanghai last week by his Honour Judge Sir Skinner Turner.

In asking that the composition be approved, the Official Receiver (Mr. R. F. le Mesurier) said his report was before the court, and all creditors who had proved had been given notice of this application. In his opinion, the composition was calculated to benefit the general body of creditors and he saw nothing to prevent its being approved.

His Lordship: It provides for the payment of more than five shillings in the pound?

The Official Receiver: Yes.

Mr. H. Lipson Ward, appearing on behalf of the petitioning creditor (the Yangtze Insurance Co.), said there were two matters to which he had to refer. The composition provided for a mortgage, and it was necessary for him to inquire what was the precise land which was going to be mortgaged under the scheme and which was merely described as "Fairlyland." Naturally, the creditors wished to know precisely what the land was, and also they required to know what prior charges there were, if any, on this land.

His Lordship: I notice it is referred to as a second mortgage.

Mr. Ward: Yes. My clients approved the composition is subject to a full description of the property being given and the disclosure of all charges whatsoever upon it. I do not want it merely to be said: I have asked for it, but I have not had it. It will be understood, of course, that the mortgage, when framed, will have to be submitted to creditors for their approval.

In reply to his Lordship, Mr. Moller said that the information asked for had already been prepared.

His Lordship then approved of the composition which, he said, provided for payment well in advance of the sum payable under the Act. This would be subject to approval of the legal documents necessary to carrying out the arrangement and to full disclosure of all charges already existing on the land involved.

## SPECTACULAR VOLCANO ERUPTIONS AT HAWAII.

THE SIGHT OF A "LIFETIME."

Mr. George T. Ambridge, Executive Secretary, Hawaii Tourist Bureau, in a letter to the Pacific Mail Steamship Co. in Hongkong writes:—

Kilauea volcano, the central attraction of Hawaii National Park, has been putting on a wonderful show during the past few weeks. The hundreds of tourists who have watched from the Volcano House or from vantage points on the rim of Kilauea's main crater the spectacular eruptions which have been occurring from time to time have with one accord pronounced it the sight of a lifetime.

Let us particularly emphasize the fact that Kilauea's recent activity has been spectacular rather than dangerous, and that the National Park is open, with no restrictions on the movements of visitors to the Park. At the same time the officials of the Park Service are constantly on the alert to safeguard human life at the volcano, and no visitor is ever permitted through foolishness or ignorance, to enter areas of possible danger.

had his salary raised to \$250 in 1923, Mr. Reader Harris explained, and at that time wrote to the Official Receiver, telling him of the fact and offering to pay \$75 a month. The reason he was able to pay that sum was that Mr. Edward Ezra (now deceased) had paid for his actual maintenance, and after Mr. Edward Ezra's death the bankrupt had to keep himself on \$250 a month.

If the application is refused, Mr. Reader Harris concluded, he could see no possible hope for his client ever getting his discharge, for the same grounds could be brought forward year after year.

PARTING IN THE ROUND.

The Official Receiver, in reply, mentioned that when Mr. Dixon left no money was paid until Mr. Cook, in April, 1923, noticed it and pressed bankrupt for his instalments. The same thing happened again when Mr. Cook left and he (Mr. le Mesurier) took over.

Refusing the application, the Judge said perhaps "premature" was not exactly the word which should be used in this case, but the Court did consider that at the present time it would not be right to release Mr. Ezra from all further liabilities. Up to the present time no more of the large amount for which he went bankrupt had been paid in three years than something like 1d. in the £. His Honour thought it was the duty of the Court to consider the public and to show its disapproval for the gambling spirit which now, undoubtedly, was at large. If an individual insisted in speculating he could not be held up to pity; he deserved all he got. Mr. Reader Harris had referred to bankrupt as a hardly-used individual who had had bad luck. Bankrupt had gambled recklessly, and he must have known that he had no means of meeting his liabilities. His Honour would not make a definite time when further application should be made, but he intended to-day to refuse the application for bankrupt's discharge.

—N.O. Daily News.

## INTIMATIONS

### ROYAL INDIAN MARINE. FOR SALE: R.I.M.S. "NEARCHUS."

SEALED TENDERS will be received in India by the Director of the Royal Indian Marine, Bombay, in England by the Secretary of State for India, London, and in the Far East by the Commodore, R.M. Dockyard, Hongkong, up to the 31st JULY, 1924, for the purchase of the Royal Indian Marine Ship, "NEARCHUS" (late Lighthouse Tender to Persian Gulf Light), with all Stores and Fittings that are on board at that Date, lying at her Mooring in Bombay Harbour.

### PARTICULARS OF ABOVE VESSEL.

About 400 tons Gross, and 221 tons Register. Built under supervision of Naval Architect and Engineer to Secretary of State for India, by Messrs. Wm. Beardmore & Co., Scotland, in 1914. Engines: Single Screw, compound one 114" Turbine, One 14" and One 12" Turbine. Trial Speed 12 knots. One Varnish Water Tube Boiler, designed Water Pressure Test 130 pounds. One Automatic Gear Thrust-reducing gear. Oil Fuel Capacity about 115 tons. Water Ballast about 15 tons. Fresh Water about 74 tons. 10 Officers. Capacity of Hold about 6,235 cubic feet. Dimensions about 108 feet by 29 feet by 14 feet Six inches. The Vessel was in an Excellent State of Repair and Running Order when put out of Commission in July, 1923.

Each Tender must be accompanied by a Remittance of 10% of the amount of the Tender, which will be returned to Unsuccessful Tenderers. If the 10% is not with the Tender, it will not be considered.

The Purchaser, or his Representative, must Remove the Vessel from the Government Mooring at his own expense and risk within Two Calendar Months from date of Acceptance of Tender. Pending such Removal, Vessel will remain at Mooring at risk of Purchaser.

The Balance of the Purchase Money must be paid by the successful Tenderer within One Calendar Month from date of Acceptance of his Tender, and before Vessel is Removed from Mooring. If the Balance is Not Paid, and the Vessel is Not Removed by Purchaser or his Representative within the Time specified, the Deposit of 10% accompanying Tender will be forfeited for the benefit of the Crown, and Vessel will be Re-sold.

The Director of the Royal Indian Marine does not bind himself to accept the Highest or Tender.

Applications to view the Vessel may be made to the Commander of the Yard, Royal Indian Marine, Bombay, and further particulars may be obtained from the Director of the Royal Indian Marine.

E. W. HEDDERLEY,

Captain, R.I.M.,

for Director of Royal Indian Marine.

915.

### TO LET AT WEIHAIWEI.

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912.

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### ON SALE

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, July to December, 1923.

With Index. Price—£1.10. On sale at the Hongkong Daily Press Office.



## CRIMINAL SESSIONS.

BEFORE HIS HONOUR THE ACTING CHIEF JUSTICE (MR. H. H. J. GOMPERTZ).  
UNLAWFUL POSSESSION OF ARMS.

Lau Sang pleaded "Guilty" to a charge of unlawfully having in his possession an offensive weapon, to wit a revolver. He was sentenced to two years' imprisonment with hard labour.

## A BAD CHARACTER.

Chan Mau pleaded "Guilty" to a charge of larceny. Previous convictions were on record against him and he was sentenced to three years' hard labour.

## FORGED BANK NOTES.

CROWN FAILS TO GET A CONVICTION.

Yee Ping-kui was indicted for having in his possession five forged 5-piastre notes of the Banque de l'Indo-Chine.

The Jury empanelled to try the case was as follows:—Messrs. G. Morrison, F. T. Wheeler, F. Cullen, J. E. Ollerton, A. A. Bolton, O. M. Oliveira, and W. E. Orchard.

The Crown Solicitor, Mr. T. M. Hazle-ridge, said that at 8.30 p.m. on June 2nd, Sgt. Neal went on board the s.s. *Charles Hardman* at the Ping On wharf and had prisoner pointed out to him. He searched him and found two notes, one of which proved to be a forgery. The man was taken into custody with other prisoners, and while he was waiting, other notes were found on the floor behind prisoner's feet. "I do not know anything," I got them during the transaction of business. Some people gave me two to buy a watch. I got the others selling rubber shoes," said the prisoner, when charged at the Police Station.

The cashier of the Banque de l'Indo-Chine (M. Quivroucourt) said there were spelling mistakes on the forgeries, "sah" being printed as "bah".

Sgt. Neal said in evidence that he arrested three men. The notes on one were found to be genuine and he was discharged. A second was released on bail and had absconded.

Witness, questioned by the foreman of the Jury, said the arrested prisoner in consequence of what he had been told by another prisoner.

You did not know the notes were forgeries?—No. I arrested him on suspicion.

Prisoner said he got some of the money by selling rubber shoes, and the sweet-heart of his master gave him two notes with which he was to buy a watch. He was only a servant but on that occasion he was entrusted with \$100 to buy goods in Canton.

The Jury returned a verdict of "Not Guilty" and the prisoner was discharged.

## ROBBER AND KIDNAPPER.

FIFTEEN YEARS' IMPRISONMENT ORDERED.

Kwok Mak was indicted for robbery by two or more and for forcibly taking away Cheng Ping with the intention of procuring ransom at Un Long Wan on August 20th, 1924.

Mr. T. M. Hazleridge prosecuted and said Un Long Wan was on the south side of the river. Cheng Ping was in charge of a match there for his brother, who was away in the country. A salt dealing business was carried on there.

On the evening of August 20th three men entered the match and asked for opium. They were supplied and as Cheng Ping was taking the money for it he was seized by the men. Prisoner produced a revolver and fired several shots through the roof in order to frighten Cheng Ping. He was beaten on the head with the butt of the revolver and asked where the money was. Cheng Ping went with prisoner and showed him where the money was while the other two men bound the foks. The place was then ransacked.

Prisoner then took Cheng Ping and put him on board a junk which was sailed into Chinese territory. He was held in captivity for three months and during that time prisoner saw him about every three or four days and told him he must send letters to his relatives demanding that they send ransom money to release him.

Eventually an intermediary was dispatched and after he had paid over \$450 Cheng Ping was released. He returned to Hongkong and reported to the police. As a result the prisoner was arrested on June 22nd, at Tai O, Lantau.

He was subsequently identified by Cheng Ping and the foks.

Cheng Ping while in captivity wrote several letters to his relatives. In one he stated he was being tortured and the prisoner had threatened to shoot him. He demanded \$1,000 ransom money but he (Cheng Ping) said he could not raise more than \$1,000. He begged them to send money to release him.

Evidence was then called: Cheng Ping in the witness-box said the robbers took \$104 in Kwangtung currency and \$45 in Hongkong currency from the match. While he was in captivity he was kept in a small match shed chained together. His legs were kept chained together. Other evidence supporting the Crown case was called.

Two statements made by the prisoner were read. In the first, in reply to the charge of robbery, he said, "I did not do this thing. I am a farmer and don't know anything about the matter." In reply to the kidnapping charge he said, "I did not do it. I seldom come down to British territory."

Prisoner had nothing to say to the Jury who found him "Guilty" on both counts.

His Lordship sentenced prisoner to seven years' hard labour on the first charge and eight years on the second charge, the terms to run consecutively.

BEFORE HIS HONOUR THE PRINCE JUDGE (MR. A. DYER BAIL).  
ARM SEIZURES ON THE "CARNARVONSHIRE."

As a sequel to the recent seizures of arms on the s.s. *Carnarvonshire*, three members of the crew were yesterday sentenced to various terms of imprisonment, after pleading "Guilty" to unlawfully having in their possession certain quantities of arms and ammunition.

The first man was a greaser named Ip Chung. According to Mr. Nibill's brief outline of the case for the Crown, when Revenue Officers boarded the vessel they searched the prisoner and found in his girdle two automatic pistols and in various parts of his clothing they discovered 150 rounds of ammunition. The prisoner was arrested after a struggle.

His Lordship told the prisoner that the law regarding the smuggling of arms into the Colony was very strict and sentenced him to five years' imprisonment with hard labour.

The other two men were charged together. They were the second bosun and first bosun of the ship and they both pleaded "Guilty" to the charge of unlawful possession of one automatic pistol.

When the second bosun was approached by Revenue Officers, said Mr. Nibill, he was seen to throw a small wooden case from one deck to another. The first bosun picked up the case and threw it into the sea. Later a Mauser pistol was dredged from the bed of the harbour.

The prisoners denied that this was the pistol they had had in their possession. They admitted, however, having a pistol.

His Lordship sentenced the first prisoner to five years with hard labour. The second prisoner, whose case the Crown did not look upon as seriously as that of the first, was sent to prison for eighteen months with hard labour.

HE FELL "AMONG THIEVES."

A youth named Ho Sing, aged 19 years, was indicted for participating in a highway robbery on May 20th, 1924, when a cake-seller, named Tse Kei, was held up, savagely attacked by two men, and robbed of \$3 on the Shatin Gap Road near Chuk Yuen village.

The Jury empanelled for the case was as follows:—Mr. C. V. Marks (foreman), Messrs. D. Muir, A. L. Silva, A. H. Silva, L. A. Cassart, C. W. Olson and J. M. Cruz.

Mr. J. H. B. Nibill, Assistant Attorney-General, in his outline of the case, said that considerable violence was used by the robbers. In fact he would not be exaggerating if he said the robbers made a murderous attack. It appeared that the cake-seller was returning to Kowloon City. Suddenly two men, jumped out of the road from behind a rock and one of them attacked the cake-seller with a knife. He was stabbed in several places, became giddy and could not remember exactly what happened. When he came to his senses he found the robbers had robbed him and gone away. The cake-seller staggered into the next village and from there took ricksha into Kowloon City where he reported the matter to the police. He told the police that he thought he could identify one of the two robbers as a beer cask seller in Chuk Yuen village. The police arrested the beer cask seller and on his clothes were found, after examination by the Government bacteriologist, traces of blood, but it was impossible to say whether it was human blood or not.

The handle of the knife used was found on the road near the scene of the robbery. The prisoner was paraded with seven others and identified by the cake-seller as one of the robbers.

When charged prisoner completely denied the allegations.

After evidence had been called, the Jury returned a verdict of "Guilty" and his Lordship, without comment, sentenced prisoner to seven years' hard labour and twelve strokes of the "cat."

FORGED MORE NOTES.

BOARDING HOUSE RUNNER'S WEALTH.

Lo Leung was next arraigned before the Court on indictments of (1) uttering four forged banknotes, purporting to be 100 rupee notes issued by the Government of India, knowing same to be forged; and (2) unlawfully having in his possession two forged 100 rupee notes.

The Attorney-General (the Hon. Mr. J. H. B. Nibill, K.C.) presented the case for the Crown. He said the prisoner was a boarding house runner, receiving no pay, being allowed his food and a commission for bringing visitors to the boarding house. On July 2nd about 3.15 p.m. he went into a money-changer's shop in Wing Lok Street and produced two 100 rupee notes. In exchange he received \$35.40 for each note. At 5 o'clock the same day he came back with two more 100 rupee notes and changed them. On that occasion he asked for silver and got it. The money-changer said to him: "If you have got any more like these bring them along."

Next morning the money changer came to the conclusion that the notes were forgeries. About 8 a.m. he saw prisoner outside the shop. He went out and seized him, took him into the shop and charged him with passing forged notes.

It was possible, said the Attorney-General, that the prisoner was on his way to the shop, because when he was searched two more notes were found on him. When the prisoner was taken with passing the notes he said someone gave them to him. Later he said a visitor at the boarding house gave them to him, and later again, said a friend in the boarding house gave them to him to change.

(Continued on next column.)

## THE WRECK OF THE "LOONG SANG."

BREAKING-UP WORK PRACTICALLY COMPLETED.

REMAINS TO BE MOVED TO LAI CHI KOK.

The work on breaking-up the s.s. *Loong Sang*, which was sunk in the typhoon of last August, is now practically completed; so much so that the contractor's gang of salvage men have left the wreck and at present the Government are considering what is to be done with what remains of the sunken ship.

The dimensions of the wreck left lying on the bed of the harbour are approximately—43 feet in length three feet in depth and 30 feet in breadth. The wreck as she now lies offers no danger to ships passing over her but it is considered dangerous to leave it lying there in the event of any ship having to drop anchor in that vicinity in case of emergency.

Bearing this in mind it has been practically decided to move the wreck on to the mud flats off Lai Chi Kok where it will be broken up at leisure and where the explosives used cannot do harm to buildings such as it has been alleged has been done to buildings in the centre of the city during the past few months.

Arrangements are being made to lift what remains of the wreck between two lighters and thus transport it to Lai Chi Kok.

## CHINESE "BILLINGLATE."

HOW A FISHMONGER SHOWED HIS ANNOYANCE.

A Chinese, charged at the Kowloon Magistracy, yesterday, with assault, said that he was a fishmonger at the market, and that the complainant, another fishmonger, had tried to take one of his customers away from him. He was annoyed, admitted striking the complainant.

The Magistrate (Mr. E. W. Hamilton) told him he must not show his annoyance in that way. He would pay a fine of \$5, with seven days' imprisonment in default, and also pay the complainant \$5 compensation, or go to prison for five days.

In consequence of what he said at the Police Station, Sgt. Murphy and prisoner went to the Tai Chang Loung boarding house. He there pointed out a box as his which he said contained nothing but papers and rubbish. In the box \$65 in notes were found.

Later the police visited other addresses but at all these places the prisoner did not point out anybody who gave him the notes as he alleged.

Regarding the first charge, the Attorney-General said the onus rested with the Crown to show that the prisoner not only passed the notes but that he knew them to be forged. On the second charge the onus rested with the prisoner of proving that he had the notes by lawful authority or by reasonable excuse.

There were certain points in the prisoner's favour, continued the Attorney-General. The prisoner was the kind of man a visitor at a boarding house would use as a dummy and it was quite likely that the other man had given him a false address. There was also the fact that the money changer was an old man and the prisoner was a strong burly fellow. He could have got away from the money changer had he so desired.

There were also telling points against the prisoner. It was just as likely as not that the prisoner knew the notes were forged and was well-prepared to take the risk, taking care to say, if questioned, that someone else gave them to him. Then the finding of \$65 in notes—an unusually large sum for a man of his station—told against him.

Evidence was then called.

Mr. J. R. F. Corley, sub-accountant at the Hongkong branch of the Chartered Bank, said he had served in India. He frequently handled 100-rupee notes issued by the Government of India. The notes produced to him were forgeries. The paper of the forged notes had no water mark and the printing was not quite as good as that on the genuine ones; otherwise the forgeries were quite good.

Evidence in support of the Attorney-General's outline was then called. During the course of the evidence of the money-changer the prisoner denied that he was seized by the money-changer. He said he was asked to go into the shop where he was told that the notes were forgeries.

The evidence of the money-changer's accountant, the prisoner described as "false," whilst he considered that the European police officer (Sgt. Murphy) who investigated the case, as "being quite reasonable."

Prisoner in making his statement in the box said that he was asked by visitor at the boarding house to change the notes. They had told him that they had changed some of the notes in Singapore and that they did not know the money-changer's shop in Hongkong. He was only a runner and was employed to go on errands and when asked to go on an errand he had to go.

The Jury, after an absence of quarter of an hour, returned a verdict of "Guilty" by five to two on the first count, and a verdict of "Guilty"—unanimously—on the second count.

His Lordship ordered the prisoner to be sent to gaol for five years with hard labour on the first count. A further sentence of one year was ordered on the second count, the latter sentence to run consecutively with the first.

## BENEFIT OF THE DOUBT.

ALLEGED INTIMIDATION IN CHARGE-ROOM.

When a Chinese was charged before Mr. Hamilton at the Kowloon Magistracy, yesterday, with the theft of coal, the constable who arrested him stated in evidence that the accused admitted the offence on being first questioned. His Worship told the witness to be careful, as the complainant had stated that the defendant had at first made a denial, but had admitted the theft on being struck by a sergeant in the charge-room.

The witness then admitted that the man had at first denied the theft. The constable, however, stated that he did not see the accused struck.

The sergeant interpreter at the Yau-mat police station said that the defendant made a statement in the charge-room denying the offence. Witness did not hear him admit the theft. While he was in the charge-room, witness did not see the defendant struck by anyone.

Speaking from the dock, the defendant said that he knew nothing of the theft. If he had committed it, he would certainly have bolted when the police came up. In the charge-room, a European sergeant struck him with a feather duster.

The complainant, re-called, said that a European sergeant took the defendant by the arm and shook him. The sergeant did not strike the man with a feather duster.

His Worship said that it was quite possible that the accused was guilty, but it was purely a one-man statement, and he did not see how he could possibly convict on the evidence. The defendant would be discharged and the dispositions forwarded to the Captain Superintendent of Police.

AMMUNITION CHARGE.

TWO DEFENDANTS DISMISSED.

A young Chinese and a Chinese girl were charged before Mr. Hamilton at the Kowloon Magistracy yesterday with the unlawful possession of 60 rounds of revolver ammunition.

Detective Sergeant Dorling said that a detective searching a cabin on the s.s. *Sun Ning* on Sunday, just after the vessel's arrival in harbour, found a basket, containing, among other things, a pair of brown leather shoes. In the sole of one of the shoes was crammed a handkerchief containing sixty rounds of revolver ammunition. The cabin was occupied by the two defendants.

Both the accused declared that the basket belonged to another woman who shared the cabin. The male defendant said he was not there when the police came. He was in the hold, and a cabin boy told him that the police wanted him in the cabin, so he went up. It was not his cabin, but was occupied by the female defendant and another woman. The brown shoes (produced in Court) was not his.

Both defendants were discharged, the Magistrate remarking that there had been mismanagement and he could not convict on the evidence.

PLOTS AGAINST FOREIGNERS

AT CANTON.

OFFICIAL REPLY.

The reply of Canton Administration to the communication sent to them on June 29th by the Consular Body at Canton drawing the attention of the Administration to reports of plots against foreigners in Canton and requesting that the necessary steps be taken for the protection of foreigners there, stated that the Canton Government has in the past been quite friendly to the foreign powers and their representatives in Canton and, although the names and characters of the persons referred to in connection with the reported plots were not mentioned by the Consular Body, the police have been ordered to take measures for the arrest of all suspects. In this connection the Canton Government wishes to point out that many conspirators against it are being harboured in districts controlled by Governments which the Consular in Canton represent. The Canton Government will be very greatly obliged if steps will be taken to control those elements inimical to it.

It is reported that the Canton police have succeeded in locating a place where the manufacture of bombs was being carried on and in arresting five men.

LOCAL SPORT.

MILITARY FOOTBALL.

The first round for points towards the award of the "Montague-Bates Challenge Cup" (for Platoons and equivalent units of the 1st Bn. The East Surrey Regiment) will be continued during the week as under (kick-off at 5.30 p.m. each day at Murray Barracks):—

Wednesday.—No. 4 Platoon (white) v. No. 5 Platoon (red).

Thursday.—B. Sec. M.G. Platoon (red) v. No. 3 Platoon (red and yellow).

Saturday.—Band and transport (red and blue) v. No. 8 Platoon (black and light blue).

## WALLS HIGH-CLASS PROVISIONS.

|                |               |      |
|----------------|---------------|------|
| Pork Sausage   | per large tin | 1.00 |
| Bologna        | " "           | 1.20 |
| Oxford Brawn   | " "           | .60  |
| Smoked Sausage | " "           | 1.15 |
| Liver          | per small tin | .80  |
| Pork Pie       | per tin       | .90  |

PHONE 4567.

## PROVISION DEPT.

LANE, CRAWFORD, LTD.

## HOUBIGANT'S QUELQUES FLEURS PERFUME AND CREME EN BEAUTE.

We have Just Received a Fresh Supply of the above—place Your Order Early to avoid disappointment.

## THE CHINA DISPENSARY

82, QUEEN'S ROAD CENTRAL.

## "THE MOST POPULAR" MUSIC BOOKS

VIOLIN SOLOS,  
FOLK SONGS FOR VIOLIN & PIANO,  
PIANO PIECES,  
DRAWING ROOM SONGS,  
COLLEGE SONGS,  
NATIONAL SONGS,  
ETC.

## ANDERSON'S.

## Wm Powell Ltd

12, Des Vœux Road.

JUST ARRIVED.

WHITE & LIGHT COLOURED  
FELT & SUEDE  
HATS  
FOR  
SPORTSWEAR.

★  
PHOENIX WHITE SILK HOSIERY  
All Prices.



## NEW ADVERTISEMENTS

## HONGKONG TRAMWAYS, LTD.

## NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND of Seventy-five cents per share has been declared and will be PAYABLE ON AND AFTER WEDNESDAY, THE 20th AUGUST, when Dividend Warrants may be obtained upon Application at the Office of the Company. The SHARE REGISTERS of the Company will be CLOSED from WEDNESDAY, 6th AUGUST, to TUESDAY, 19th AUGUST, 1924, both days inclusive.

By Order of the Board,  
W. E. ROBERTS,  
Secretary.  
Hongkong, 21st July, 1924. [1054]

## FOR SALE.

A PERAMBULATOR. Almost New. Apply—MARTIN, The Vicarage, Kowloon. [1052]

## IN THE SUPREME COURT OF HONGKONG.

PROBATE JURISDICTION.  
In the Goods of HAROLD DAY late of the Hongkong Electric Co., Ltd., Electrical Engineer, deceased.

NOTICE IS HEREBY GIVEN that the Court has, by virtue of Section 33 of the Probate Ordinance, 1897, made an Order limiting the Time for presenting Claims against the above Estate to the 19th day of AUGUST, 1924.

All Creditors are accordingly hereby Required to send in their Claims to the Undersigned on that Date.  
Dated this 21st day of July, 1924.

JOHNSON, STOKES & MASTER,  
Principals Building,  
100 Hay Street, Hongkong.  
Solicitors for the Administrator. [1055]

## SHANGHAI MUNICIPAL COUNCIL.

## SILVER LOAN 1924.

ISSUE OF DEBENTURES FOR SHANGHAI TARIFF 1,250,000.

THE SHANGHAI MUNICIPAL COUNCIL hereby invites Applications for Debentures in the SILVER LOAN of 1924.

RATE OF INTEREST—6 per cent. per annum, Payable on June 30th and December 31st in Each Year.

PRICE OF ISSUE—Shai. Tls. 97½ per cent.

REDEMPTION ON DECEMBER 31st, 1924, at par, under the operation of a Sinking Fund.

The Debentures may, however, be Redeemed by the Council in whole or in part on DECEMBER 31st, 1924, or any Subsequent Date, subject to the Council giving Six Calendar Months' Notice in the Municipal Gazette and Public Press of Shanghai. In the event of Partial Redemption of the Loan, the Numbers of Debentures to be Redeemed will be decided by Drawing.

SCRIP will be issued in Denominations of Shai. Tls. 5,000, Shai. Tls. 1,000, Shai. Tls. 500 and Shai. Tls. 100 to suit the convenience of Applicants.

APPLICATION FORMS can be obtained from the Local Office of the Hongkong and Shanghai Banking Corporation, or from the Municipal Council, Administration Building, Shanghai, to whom all Enquiries should be addressed. [1053]

## NOTICE TO CONSIGNEES.

## OCEAN STEAMSHIP CO., LTD.

## CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer "ADRIANUS" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignees' risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 21st July.

Optional Cargo may be landed, unless Notice has been given prior to Steamer's arrival. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period.

No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undischarged after the 25th July, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 11th August, or they will not be recognised. No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents. [1051]

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.

## STEAMER FOR SINGAPORE, PENANG, COLOMBO AND BOMBAY.

THROUGH BILLS OF LADING ISSUED FOR EGYPT, MEDITERRANEAN AND CONTINENTAL PORTS AND LONDON.

## THE Steamship.

## "JEYPORE"

carrying His Majesty's Mails, will be despatched from this Port at Noon, on TUESDAY, the 26th July, taking Cargo for the above Ports.

Silk and Valuable Cargo for Italy, France and London (under arrangement) will be conveyed by this Steamer proceeding to Bombay and there transhipped to the on-carrying Steamer for Marseilles and London.

Parcels will be received at this Office until 5 p.m. on the Day previous to Sailing. The contents and value of all packages must be declared.

For further Particulars, Apply to—MACKINNON, MACKENZIE & CO., Agents. [1056]

Hongkong, 22nd July, 1924.

## INTIMATIONS

## NOTICE OF REMOVAL.

WE HAVE REMOVED our Hongkong Store to our Kowloon Branch, No. 34, NATHAN ROAD. Customers are kindly Requested to communicate for their Requirements at our New Address where Accounts will also be Received and Paid.  
CASSUM AHMED & CO.,  
Hongkong, 7th July, 1924. [1044]

## THE HONGKONG JOCKEY CLUB.

MEMBERS are hereby Notified that the Lists for Next Season's Subscription Grifts will CLOSE on the 31st JULY. [997]

EXPERIENCED CHINESE BOOK-KEEPER, with First Class Reference, now employed in Charge of Complete Set of Books. DESIRES POSITION with Good Prospects.  
Please apply—  
Box No. 1048,  
c/o The Hongkong Daily Press. [1048]

## THE HONGKONG AND KOWLOON TAXICAB CO., LTD.

## NOTICE OF CALL.

INTER OF 49,000 SHARES OF THE NOMINAL VALUE OF \$10 EACH.  
(\$5 PAID UP.)

NOTICE IS HEREBY GIVEN that the 3rd CALL of \$2.50 Per Share on Each of the 49,000 Shares allotted on the 19th day of May, 1923, has been made by the Company, and that such Call will be Payable to the Company's Bankers, The Hongkong and Shanghai Banking Corporation in Hongkong on or before the 15th day of AUGUST, 1924. The TRANSFER BOOKS of the Company will be CLOSED from the 7th to 14th August, 1924, both days inclusive.

By Order of the Board of Directors,  
A. H. ROWE,  
Managing Director.  
Dated this 19th day of July, 1924. [1045]

## HONGKONG &amp; SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the Certificate No. 2289 dated Hongkong, 25th April, 1917, for 10 Shares numbered 68836/68837, 53284 and 56124, and Certificate No. 4066 dated Hongkong, 25th April, 1917, for 10 Shares of this Bank numbered 53136/53145 inclusive Both registered in the Name of Mrs. ELIZABETH HANNAH HADLEY MITCHELL, and Certificate No. 3463 dated Hongkong, 25th April, 1917, for 5 Shares numbered 26127/26132 inclusive and Certificate No. 3524 dated Hongkong, 25th April, 1917, for 18 Shares numbered 42569/42570, 33389/33390, 14487/14492, 30431/30435, 20416 and Certificate No. 4065 dated Hongkong, 25th April, 1917, for 15 Shares of this Bank numbered 53176, 50827/50828, 53134/53135 all three registered in the Name of Mr. WILLIAM FOOT MITCHELL have been DESTROYED by fire. All the said Certificates should be produced to the Bank before the 27th JULY, 1924. New Certificates for the Shares will be issued, and the said Certificates Nos. NS 0289, NS 4066, NS 3463, NS 3524 and NS 4065, will be thereafter treated by this Corporation as Null and Void.

By Order of the Court of Directors,  
A. H. BARLOW,  
Acting Chief Manager. [941]

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

TICKETS will be issued for ROUND TRIPS during the Months of JULY to SEPTEMBER, from Hongkong to Foochow (Pagoda Anchorage) and Return, Calling at Swatow and Aoyang on both the Upward and Downward Voyages, by the Company's New, Fast, Well-appointed Steamer "HAINING" at the Reduced Rate of \$80, for the Round Voyage, including Meals while the Steamer is in Port.

These Special Tickets will be available for Return ONLY by this Steamer, either by the Voyage for which it is issued or by her following Sailing from Foochow. Duration of Stay at Foochow—48 hours.

The Trip occupies 8 to 9 days and the Steamer will leave Hongkong from the Company's Wharf at 5 p.m. Arriving at Daylight on her Return (Weather permitting).

The Company's Steam Launch will convey passengers from Pagoda Anchorage to Foochow City, if required.

For further Particulars and Dates of Sailing, Apply to—  
DOUGLAS LARBAIK & Co.,  
General Managers,  
DOUGLAS STEAMSHIP CO., LTD.,  
Hongkong, 17th June, 1924. [908]

## PARTICULARS AND CONDITIONS OF SALE

## VALUABLE LEASEHOLD PROPERTY

situate and being  
Bural Building Lot No. 54 and Kellett Lodge, No. 150, The Peak  
situated thereon

to be Sold under the Instruction of  
The Executor of the Will of the Hon. Mr. ARTHUR RYLANDS LOWE, deceased

BY  
PUBLIC AUCTION

on  
WEDNESDAY,  
the 23rd day of JULY, 1924, at 3 o'clock p.m.

Subject to a Reserve Price

by  
Messrs. LAMBERT BROTHERS,  
Auctioneers,

At their Auction Rooms in Duddell Street.

For further particulars and condition of Sale apply to—  
Messrs. DEACONS,  
Solicitors for the Executor,  
1, Des Voeux Road Central,  
or to  
Messrs. LAMBERT BROS.,  
the Auctioneers,  
Duddell Street.

[1006]

## INTIMATIONS

## THE HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND of ONE DOLLAR Per Share for the Six Months ending 30th June, 1924, will be PAYABLE on WEDNESDAY, 6th AUGUST, on which Date Dividend Warrants may be obtained on application at the Company's Office. The TRANSFER BOOKS of the Company will be CLOSED from Thursday, 24th July, to Wednesday, 8th August (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,  
JOHN ARNOLD,  
Secretary.  
Hongkong, 9th July, 1924. [1010]

## NOTICE.

## A. S. WATSON &amp; CO., LIMITED.

ONE CERTIFICATE for 75 Shares Nos. 56105/56129 (25 shares) & Nos. 56180/56209 (50 shares) in this Company standing in the Name of CHEOW PENG, deceased, has been LOST, and if at the expiration of One Month from the date hereof the above document be not forthcoming, the said Certificate will be deemed Cancelled and of No Effect, and a Certificate for the Five Gold Shares will be issued in its stead by the Society.

By Order of the Board of Directors,  
PAUL LAUDER,  
General Manager.  
Hongkong, 24th June, 1924. [935]

## UNION INSURANCE SOCIETY OF CANTON, LTD.

THE Certificate No. 1291 for One Silver Share No. 157 now converted into Five Gold Shares in this Society standing in the Name of DIKRAN MOHRADIAN has been Declared LOST, and if at the expiration of One Month from the date hereof the above Document be not forthcoming, the said Certificate will be deemed Cancelled and of No Effect, and a Certificate for the Five Gold Shares will be issued in its stead by the Society.

By Order of the Board of Directors,  
PAUL LAUDER,  
General Manager.  
Hongkong, 12th July, 1924. [1019]

## UNION INSURANCE SOCIETY OF CANTON, LTD.

THE Certificate No. 848 for One Silver Share No. 119 now converted into Five Gold Shares in this Society standing in the Name of TAKATA & CO., has been Declared LOST, and if at the expiration of One Month from the date hereof the above Document be not forthcoming, the said Certificate will be deemed Cancelled and of No Effect, and a Certificate for the Five Gold Shares will be issued in its stead by the Society.

By Order of the Board of Directors,  
PAUL LAUDER,  
General Manager.  
Hongkong, 3rd July, 1924.

## HONGKONG TRAMWAY CO., LTD. IN LIQUIDATION.

## (INCORPORATED IN THE UNITED KINGDOM.)

## LOST SHARE CERTIFICATES.

THE Administratrix of the Estate of GEORGE HOWARD MAY Deceased has requested the Liquidator of this Company to effect the Issue of Scrip for the Shares in the Hongkong Tramways, Limited, to which, under the Terms of the Liquidation, the Deceased is entitled by virtue of the holding of 200 Shares in this Company, without production of Certificate Nos. FP 229, FP 230 and 671 representing the said 200 Shares Nos. 177976 to 178075, and 68549 to 69448, upon the statement that the said Certificates Nos. FP 229, FP 230 and 671 have been LOST or DESTROYED, AND NOTICE IS HEREBY GIVEN that if within 30 days from the Date hereof No Claim or Representation in respect thereof be made at this Office the said Certificates will thereafter be deemed Cancelled and of No Effect.

W. E. ROBERTS,  
Attorney for the Liquidator.  
Hongkong, 28th June, 1924. [954]

## HONGKONG TRAMWAY CO., LTD. IN LIQUIDATION.

## (INCORPORATED IN THE UNITED KINGDOM.)

## LOST SHARE CERTIFICATE.

THE Liquidator of this Company has been requested by Mr. DAVID SAUL LEVY of 12, Tien Dong Road, SHANGHAI to effect the Issue of Scrip for the Shares in the Hongkong Tramways, Limited, to which, as the Registered Proprietor of 100 Shares of this Company, he is entitled under the Terms of the Liquidation, without production of Certificate No. 903 representing the said 100 Shares Nos. 131180 to 131279 upon the statement that the said Certificate No. 903 has been LOST or DESTROYED, AND NOTICE IS HEREBY GIVEN that if within 30 days from the Date hereof no Claim or Representation in respect thereof be made at this Office the said Certificate will thereafter be deemed Cancelled and of No Effect.

W. E. ROBERTS,  
Attorney for the Liquidator.  
Hongkong, 9th July, 1924. [1005]

TO-DAY, at 5.15 & 9.15 p.m.

LAST 2 PERFORMANCES of

RUDOLPH VALENTINO

and AGNES AYRES in

THE SHEIK.

Increased Prices—\$2.00 & \$1.00.

Today only, at 2.30 & 7.15.

CHARLES RAY in

"NINETEEN & PHYLIS"

THE CORONET.

## INTIMATIONS

## E WHISKY

A Skilful blend of the finest matured Highland

Whiskies. A happy result

of long years of ex-

perience in distilling and

blending; with a fine

flavour that cannot fail to

assure appreciation from

the most discriminating

palate.

BOTTLED IN SCOTLAND.

## SOLE AGENTS:

## A S WATSON &amp; CO. LTD.

Wine and Spirit Merchants

ESTABLISHED 81 YEARS.

## BIRTH.

NORIE.—At Shanghai, on July 16th, to Mr. and Mrs. J. A. NORIE, twins (boys), one still-born.

## DEATHS.

SILAS.—At Los Gatos, California, on June 4th, CECILIA, the beloved wife of MEXA D. SILAS, Shanghai, aged 25 years.

CANDLIN.—At Peking, on July 11th, the Rev. G. T. CANDLIN, United Methodist Mission, Peking, aged 72.

GREENWOOD.—At Shanghai, on July 13th, ARTHUR T. GREENWOOD.

PARKER.—At Mokanshan, on July 15th, Captain JAMES HENRY PARKER, aged 82.

Hongkong Office: 1A, Chater Road.

London Office: 131, Fleet Street, E.C.

## The Daily Press.

HONGKONG, JULY 22ND, 1924.

## CHINA'S DESIRE FOR MORE RAILWAYS.

In our comment yesterday on the amendment, in Committee, of the Bill now before the British Parliament relating to the application of the outstanding portion of the Boxer Indemnity, whereby some portion of it is definitely earmarked for the purposes of education, we hazarded the opinion that the amendment had been prompted by the movement which appears to be developing in China to secure this money for railway construction. We recalled the fact that Sir ROBERT HO TUNG, at the time the Indemnity was enacted, put forward a suggestion that the Powers should agree to apply the Indemnity to that object, and we mentioned that Marshal WU PEI-FU had lately been sponsoring the suggestion. What we did not know until yesterday was that at the first Cabinet meeting held in Peking recently under the officiating Premiership of Dr. WELLINGTON KOO, General WU PEI-FU's suggestion that the British Boxer Indemnity money should be used for railway and road construction was "unanimously approved." This information was communicated to the N.O. Daily News by its Peking correspondent who inferred that, as this resolution had been taken before the return of the funds, has been finally sanctioned by the British

Parliament, it may possibly mean that representations will be made in London to this effect. Possibly this resolution by the Cabinet was inspired from some source in London, for it was admitted by the Under-Secretary for Foreign Affairs in the House of Commons recently that the suggestion had been communicated to the Foreign Office from an unofficial source that the money should be devoted to railway construction in China. Doubtless it will now be officially communicated before Parliament is invited to approve the Committee's amendment to the Bill specifically earmarking some part of it at least for education. "Education" may be a very elastic term, but it would need considerable stretching to make it include "education by means of railway travel." Yet we recollect that this was one of the aspects of the matter mentioned by Sir ROBERT HO TUNG in the outline of his scheme twenty-four or twenty-five years ago. Railways, he urged, would do more to enlarge the perspective of the Chinese than any other one agency. They would induce the people of the interior to travel and acquire the breadth of view which comes from contact with the world, and so forth. We have seen no full statement of the views of Marshal WU PEI-FU, but as he apparently limits it to the use of the British portion of the Indemnity, it represents a very attenuated idea of Sir ROBERT HO TUNG's original scheme. The latter contemplated the devotion of the whole amount of the Indemnity—some £40,000,000 sterling—to the purposes of railway construction. Marshal WU PEI-FU's proposal is apparently limited to less than a fourth of that sum. All the other Powers are left free to devote by far the larger portion of the Indemnity to education and "cultural work" of their own designing. Sir ROBERT HO TUNG's proposal was that the railways and other internal improvements made with this money should be under the joint control of the Powers, to be operated by them until the full amount of the investment is returned, and until China is in a position to become, by purchase, the sole owner of the improvements. It was, on the face of it, an attractive scheme, promising a rapid and rich development of trade, but the Powers would not look at the scheme at that time, and we doubt if the British Parliament would seriously consider the mutilated scheme which is now "unanimously approved" by the Peking Government.

The Hongkong Tramways, Ltd., announce an interim dividend of seventy-five cents per share payable August 20th.

Among the passengers who passed through on the M.M. Porikos were Mr. de Fleuriat (French Minister at Peking), Mr. Sjakout (Agent General of the Messageries Maritimes), and the Rev. Father Bateop.

The Shanghai Municipal Council, by advertisement in another column, invites applications for debentures in their Silver Loan of 1924. The issue price is 97½ per cent. and the rate of interest 6 per cent. per annum.

Captain N. Hjorth of the Drufar was recently admitted to the Nursing Home at Bangkok with fever. Pilot Alb. Petersen was appointed pro tem master of the Drufar, and the vessel left for Hoihow.

The hearing was begun at the U.S. Court Sessions, Tientsin, last week, of an action by Miss Susie Chow, daughter of the late Mr. Chow Tzu-chi, a former Minister of Finance, and his executors, to recover \$40,000 from the Asia Banking Corporation, which sum was alleged to have been deposited at the bank. The case was adjourned, following opening statements by counsel for both sides.

Our Shanghai contemporary, the N.O. Daily News, in a note on the Hongkong Government's shipping profits and the revelation that the sum of \$2,220,403.91 is still shown in the monthly financial statements under the heading of "Shipping Control Account," expresses "wonderment that so large a sum can be carried on the books of the Colony indefinitely." The wonderment is very widely shared in Hongkong.

## SHAMEEN SITUATION.

## SETTLEMENT PROSPECTS:

No definite news of a settlement is yet to hand.

According to yesterday's Canton Gazette, through the mediation of Messrs. Ma Shin Chun, and Tam Lai Ting, the British and French Consuls, and Col. Cross several meetings with the Strike Union's representatives were held on Saturday and Sunday. Our contemporary states that it was agreed that the new Shameen Regulations should be entirely withdrawn and that no restriction should be put upon Chinese entering and leaving Shameen before 11 o'clock in the evening.

The questions now pending settlement, it said, are: (1) with regard to the demand that no deduction in salaries shall be made for the days the strike were on, and, (2) that none of the Chinese employed shall be dismissed by their employers on account of their joining the strike.

To the latter two questions the British and French Consuls could not give a definite answer before obtaining the opinions of all the Shameen hong and private residences which are neither French nor English. The whole of the residents of the Shameen were to hold a conference yesterday forenoon and a definite reply would be forwarded to the Strike Union in the afternoon and the nature of this communication would decide whether the strike could be settled inmediately or not.

The Gazette's reporter was told at the offices of the strikers' Union that if definite settlement were not reached yesterday "the area as well as the sphere of the strike" would be extended and that preparations were in progress to that end. Several labour organisations had expressed their sympathy as promised every assistance.

We learn that an unofficial meeting was held on Sunday of all the principal European residents on Shameen, in order that a vote might be taken on the question of the payment to the strikers' wages for the time during which the had been on strike.

The result is stated to have been a under:

For ..... 150

Against ..... 40

## KWANGTUNG FLOODS.

## APPEAL MADE TO THE HONGKONG GOVERNMENT.

As the result of a meeting held at the Tung Wah Hospital on Sunday afternoon for the purpose of raising funds to alleviate distress caused in the Kwangtung Province by the floods, it was decided that the two unofficial Chinese members of the Legislative Council be asked to approach the Hongkong Government with a view to obtaining the Government's sympathy and assistance.

Yesterday as the result of this decision the Hon. Mr. R. H. Kowall (was, who unavoidably prevented from attending Sunday's meeting but, who in a letter to the meeting strongly expressed himself in favour of an appeal being made to the Government) and the Hon. Mr. Chau Shiu Ki, together with other prominent Chinese residents paid a special visit to the Secretary for Chinese Affairs, to whom they made a strong appeal for help.

The matter was considered at some length and it was finally decided that before anything could be done in the matter it would be best to wait for the report of the Chinese committee (Messrs. Yu Yi Chau, Lui Mai Wai and Chow Tak Tim) who left for Canton yesterday to investigate conditions in the various districts affected by the floods. Directly this report is received it will be sent with the appeal to the Government for consideration.

Up to the present a large sum of money has been collected amongst the Chinese for relief purposes and on Sunday night a bank draft for \$10,000 was despatched to the Canton Merchants Volunteer Corps, who are organising relief measures in Canton.

Capt. Jones Pendlebury, master of the Dollar Line s.s. President Adams, was charged before Mr. Lorton at the U.S. Commissioner's Court at Shanghai last week with polluting the Huangpu with fuel oil and was fined \$100 with costs. The Commissioner in the course of a written judgment said: "The defendant has pleaded guilty and the facts of the case show that this is an offence of a very grave and serious character, due to the danger to the water supply of the city of Shanghai becoming seriously impaired. It also shows that the discharge of oil in the river would seriously menace the shipping of the port, due to the fact that there is a possibility of oil catching on fire and being carried to the wharves in this port."







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A good appetite comes only by having a good digestion, which can easily be obtained by using **BEECHAM'S PILLS**. They are a reliable remedy for the speedy relief of **BILIOUSNESS, SICK HEADACHE, LASSITUDE, IMPAIRED DIGESTION, POOR APPETITE** and all other troubles which arise from disordered liver or stomach. They cleanse the system, give tone to the digestive organs, and will restore you to sound and vigorous health.

**Pills**



**Chamberlain's  
Cough Remedy**

Cures Coughs, Colds,  
Croup, Sore Throat,  
Hoarseness, Bronchitis,  
Whooping Cough and all  
Throat Diseases.

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GARTERS**

No metal can touch you

Every year more men come to "Paris"—because men who have worn them constantly endorse them for their service and comfort and good dealers everywhere recommend them.

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Never before was there anything like it, and its marvelous properties are likely ever to be equalled in diseases arising from impure blood. It searches out and expels from the vital current every lurking trace of poisonous matter, curing blood-poison diseases, acrofulous and glandular swellings, skin lesions, eczema, psoriasis, rheumatism, gout, syphilis, leprosy, etc. It improves the general health and quickly cures long-standing bronchitis, asthma and hacking, straining, spasmodic cough, too often the forerunner of consumption.

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**VETARZO REGULATORS.** Safe and Reliable.

English Price 3s. (other remedies). The **VETARZO REMEDIES CO.**, Gospel Oak, N.W. & London, Eng. Unprincipled Dealers may try to sell you something else for extra profit—do not accept it. Insist on having **VETARZO**. The genuine has words "VETARZO REMEDIES" on Government Stamp. Sold by LEADING CASH CHEMISTS.

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**DAI NIPPON BREWERY CO.**

LIMITED.

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HONGKONG

**A VISIT TO SOMERSET  
HOUSE.**

FAMOUS AND CURIOUS WILLS.

Somerset House is not a show place, and very few people, except officials, have seen the beautiful decorated rooms where the Royal Academy and the Royal Society had their first home. Nor are the rich treasures of the records ever exhibited to tourists.

The visit on a recent afternoon, says the *Manchester Guardian*, of a party from overseas—one of a series of visits to historical London places—arranged in aid of King Edward's Hospital Fund—gave an unusual opportunity for exploring the wonders behind Sir William Chamber's imposing facade. Normally the visitors to Somerset House are the people who pay a shilling to look up the records of births, marriages, or death, and sit in a dingy little room while the entry they want is found for them in the enormous vaults that contain 150,000,000 names. Or they may penetrate to still dingier rooms, where wills and lists of shareholders can be inspected.

In the Probate Registry the party was shown the wills of famous men. The great treasure among these is, of course, the will of Shakespeare. It is possible to see this will-like any common man's will by paying a shilling, but fortunately, perhaps, for the peace of the department, this fact is not generally known. Shakespeare's will, a broad sheet of yellowed paper, written over with the decisive writing of the Stratford notary is kept under glass. Decisive as it is, the calligraphy is indecipherable now, but one can make out the famous clause:

Item I give unto my wife my second best bed with the furniture.

The signature is nearly worn away by the fingers of centuries of investigators, but it is boldly written by Shakespeare and still unmistakable.

**NELSON'S WILL.**

The interesting thing about Nelson's will is the codicil which was found a year after his death in a sort of log-book bound in Russia leather, in which, along with day by day records of his last days to sea, comes the prayer written on the 21st October, 1805, before Trafalgar:

May the great God whom I worship grant to my country, and for the benefit of Europe in general, a great and glorious victory, and may no misconduct in any one tarnish it, and may humanity after victory be the predominant feature of the British fleet.

On the same day Nelson wrote a codicil in which he leaves Lady Hamilton:

As a legacy to my King and country, that I will give her ample provision to maintain her rank in life. These are the only favours I ask of my country at this moment when I am going to fight her battle.

The Duke of Wellington's will explains in his own handwriting that he is making it:

"An attempt having been made to assassinate me during the night of the 10th inst., which may be repeated with success, and being desirous of settling my family affairs."

Glaucost wrote his will in 1598 in a little notebook with a green back. Dr. Johnson's will in 1784 is full of character. The earliest will at Somerset House is dated, 1478, but the series is not complete until after 1555. One of the curiosities is a plague will, which was disinfected by being put in a bottle of spirit. There is a sailor's will which was found in a tinbox in a wreck, the will of one of the Earls of Scarborough, which was found hidden in the leg of a bed, and many other curiosities, including a will written in shorthand of a special kind, the testator having left the key behind him.

**WILLS OF THE GREAT WAR.**

The wills of soldiers and sailors in the Great War are a class to themselves. One is the photograph of a girl with the words written on it, "All to her," which was proved from the handwriting, and a will which a sailor who was killed in the Battle of Jutland had engraved on the back of his identification disc, and which was legally proved.

Under the guidance of the Assistant Registrar-General, Mr. W. L. Rind, the party explored the offices of the Registrar of Births, Deaths, and Marriages. Mr. Rind gave an interesting lecture on the history of Somerset House in his office, which is the very beautiful room originally used as the library of the Royal Society. This room, with its fine proportions and its exquisite classical decoration, was the work of the Italian artist Cipriani. Here Herschel announced his discovering of the planet Uranus, and great scientists of the late eighteenth century met here until the Royal Society moved to Burlington House.

Adjoining this is the old council room of the Royal Society, with another very beautiful ceiling, but the gem of Somerset House is the Council Chamber of the Royal Academy, with a wonderful ceiling designed by Cipriani, which many connoisseurs hold to be the finest ceiling in London, if not in England. The paintings that once filled the panels of the ceiling, by Benjamin West and Angelica Kauffman have gone, but without them the ceiling is a revelation of delicacy of design and modelling. It was rather sad to see this range of fine rooms, which were played and lavishly decorated for the learned societies about 1760, now crowded with desks and the fine proportions of the room marred by official cupboards full of records.

**MOTOR LAUNCHES FOR THE  
BRITISH YANGTZE PATROL.**

A Service paper states:—  
Motor launches 307 and 516, attached to the Signal School, Portsmouth, have been selected for service on the China Station, where they will assist in the patrol of the Yangtze River. At the end of July the two launches and crews for them will be embarked in a steamship at Portsmouth for passage to Shanghai, where they will be commissioned as tender to the *Ree*, flagship of Rear-Admiral D. M. Anderson, on arrival.

"Brilliant men and beautiful jazz babies! Petting parties in the purple dawn! Moonlight bathing in secluded nooks away from prying eyes! Midnight revels on cruising yachts! Dull care swept away by the wild rushing surge of unbridled pleasure! And out of it all—

**"ALIMONY"**

THE MOST AMAZING DRAMATIC SMASH EVER HURLED AT AN AUDIENCE.

With GRACE DARMOND,  
WARNER BAXTER,  
RUBY MILLER and a  
Star Cast.

**WORLD THEATRE**

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Still going Strong!

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upon it you could not  
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immature "Johnnie  
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JOHN WALKER & SONS, LTD., Scotch Whisky Distillers, KILMARNOCK, SCOTLAND.

**THE BEN LINE STEAMERS, LTD.**

FROM LEITH, MIDDLESBRO', ANTWERP  
AND STRAITS.

The Steamship "BENAVON."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the HONGKONG AND KOWLOON WHARF & GODOWN COMPANY, LTD., whence, and/or from the wharves, delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th instant, will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriter on or before 8th August, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 25th instant, at 10 a.m. No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD., Agents.  
Hongkong, 19th July, 1924. [1447]

**THE EAST ASIATIC CO., LTD.,**

COPENHAGEN

The M/S. "ANNAM"

will be loading for VALENCIA, ROTTERDAM, AMSTERDAM, HAMBURG, COPENHAGEN and other SCANDINAVIAN PORTS.

About 7th August, 1924.

| Further Sailings      | Expected on or about | Will leave homeward-bound on or about |
|-----------------------|----------------------|---------------------------------------|
| M/S. "Australien" ... | 5th August           | 10th September                        |
| M/S. "Java" ...       | 4th September        | 9th October                           |
| M/S. "Asia" ...       | 20th                 | —                                     |
| M/S. "Chile" ...      | 10th October         | —                                     |
| M/S. "Afrika" ...     | 6th November         | —                                     |
| M/S. "Malaya" ...     | 10th December        | —                                     |

Subject to change without notice.

For further particulars, please apply to:—

**JOHN MANNERS & CO. LTD.,**

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CANADIAN NATIONAL RAILWAYS

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New All Steel Trains—Observation Cars built especially to permit unobstructed View of Famous Scenery. Trains equipped with Radio.

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HONGKONG TO NAPLES

ANTWERP, ROTTERDAM AND HAMBURG

VIA  
MANILA, STRAITS, COLOMBO, SUEZ, PORT SAID.

SAILINGS FROM HONGKONG:

|                        |                            |
|------------------------|----------------------------|
| S.S. "EMIL KURDORF"    | on or about the 12th Aug.  |
| S.S. "ALBERT VOGLER"   | on or about the 25th Sept. |
| S.S. "CARL LEGIEN"     | on or about the 19th Nov.  |
| S.S. "ADOLF VON BAYER" | on or about the 25th Dec.  |

FARES FROM HONGKONG TO NAPLES:

FROM £71-UPWARDS

Only Cabin Class Accommodation Available.

REUTER, BROCKELMANN &amp; CO.

AGENTS

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Phone Central No. 478.

## JAVA-CHINA-JAPAN LIJN.



REGULAR, FORTNIGHT SERVICE BETWEEN JAVA, CHINA AND JAPAN.

| STEAMERS    | FROM     | EXPECTED ON OR ABOUT | WILL LEAVE ON OR ABOUT | FOR                  |
|-------------|----------|----------------------|------------------------|----------------------|
| TJIBODAS    | SHANGHAI | 22nd July            | 24th July              | MAKASSAR & SOERABAYA |
| TJIRANDI    | JAVA     | 25th "               | 28th "                 | JAPAN                |
| TJISONDAIRI | JAVA     | 28th "               | 29th "                 | SURABAYA             |
| TJILIWONG   | JAVA     | 27th "               | 1st Aug.               | AMOI & SHANGHAI      |
| TJIKEMBANG  | SHANGHAI | 30th "               | 2nd "                  | BATAVIA              |
| TJITAROEM   | JAPAN    | 8th Aug.             | 9th "                  | BATAVIA              |

Wireless Telegraphy.  
The steamers are all fitted throughout with Electric Light and have accommodation for a limited number of saloon passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia. For Particulars of Freight and Passage, apply to the  
JAVA-CHINA-JAPAN LIJN.

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(ROYAL PACKET NAVIGATION CO. ON BATAVIA)

THE STEAMSHIP

'VAN CLOON'

will be despatched to

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31st July, 1924.

1st Class Fare to Singapore—\$100.

This vessel offers excellent saloon accommodation  
All lower berths. Doctor carried.  
English cuisine. Wireless telegraph.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) services to all destinations in the Netherlands East Indies.

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## "THE NIGHT MAIL" ACROSS AMERICA.

The inauguration of a Night Mail Service from San Francisco to New York is a subject that can hardly fail to be of interest to shippers in this part of the world. The following information on the subject is given in the *Literary Digest* of June 14th:—

What was a visionary idea a few years ago will become a reality on July 1st, when a daily Air Mail service from New York to San Francisco will be inaugurated. A letter mailed in New York in the morning, for instance, will reach San Francisco the following afternoon. In less than thirty-five hours, instead of ninety-one hours, which the railroads are said to require, letters and packages will be delivered from one end of the country to the other. In fact, these intrepid riders of the clouds will bring a reply to your letter across the continent in less time than it requires for a letter to travel by train one way.

This will be welcome news to business and financial interests, thinks the *San Francisco Chronicle*. "The saving of time will undoubtedly increase the business dealings of the East and West." "There is no doubt that in business transactions it will save thousands of dollars," points out the *Louisville Courier-Journal*, "for two days' interest saved on large deals is no small consideration. Interest being that 'time is money.' In fact, remarks this conservative daily, 'it looks as if the States of Liberty and the Golden Gate, in point of time, are to be next-door neighbors.'"

In planning to start this service, which requires flying by night as well as by day, the Post Office Department is preparing to write a new chapter in the history of American aviation, observes one *Norfolk Virginian-Pilot*, which ranks such an undertaking with the Army Air Service's round-the-world flight. "Moreover, predicts the *Atlantic Journal*, 'this route is but the pioneer of many to come.' The *San Francisco Bulletin*, which admits that it is 'the Western pioneer in the cause of Air Mail, and the first American daily to advocate a transcontinental service,' can see in the near future 'an Air Mail that will cross the map of the United States in every direction.'"

That decision of 'Postmaster-General' New to extend the scope of the Air Mail is justified, in the eyes of several editors, by six years of successful operation in the daylight coast-to-coast service. The appropriation for the next fiscal year, we are told, will be \$2,500,000, but, notes the *New York Times*, 'business men want this fast service, and in the end, the Post Office Department believes, it will not only pay for itself but will show a balance on the right side of the ledger.'"

SYSTEM OF NIGHT LIGHTS.  
Last year, we are reminded by the *Buffalo Express*, "more than 90 per cent. of the Air Mail's flights were finished according to schedule," and the *Nashville Banner* recalls a recent flight between Omaha, Nebraska, and Cheyenne, Wyoming, at an average speed of 150 miles per hour. This "seems pretty speedy," to the *Sacramento Bee*, "but it nevertheless believes that in a year or two there will be daily aerial passenger service between the Atlantic and Pacific coasts." Postmaster-General New, however, says, "the new Air Mail schedule will not attempt to 'set speed records; safety of the pilots and safety of the mails will be the prime requisites." Of the plans that have been made, the *New York World* says:

"By experimental flights some time ago it was shown that the continent could be spanned in twenty-six hours. This achievement is the more remarkable for having been reached with obsolete planes and the utmost economy. Since then a complete system of night lights and illuminated landing-fields has been prepared. With these aids and improved machines a twenty-four hour flight is in contemplation."

"The service West to East will be three hours shorter because west winds are prevalent; but the westbound pilot will be aided by three hours more of sun light, flying with the sun."

The Air Mail flies over mountain, plain and desert from New York, through Cleveland, Chicago, Omaha, Cheyenne, Salt Lake City and Reno to San Francisco, traversing some of the roughest flying country in the world.

"A day-to-day coast-to-coast mail schedule may prove the stimulus that commercial aviation in the United States has long needed. What it will mean to business to have important papers speeded up three days from coast to coast is self-evident."

The New York-San Francisco transcontinental "line" is 2,650 miles long, we are informed by the *Aircraft Year Book*, published by the Aeronautical Chamber of Commerce (New York). The Air Mail, it goes on, is thus the longest regularly operated airway in the world. According to the *Washington Post*—

"The mail planes will fly by night over a thousand miles of lighted airway between Chicago and Cheyenne, the miles being guided by automatic acetylene lights placed every three miles. Every twenty-five miles of the night air line has an emergency landing-field provided with powerful searchlights, and at about every 250 miles there is a regular landing field with searchlights visible for from 100 to 150 miles when flashed in the air."

SPECIAL AIR MAIL POSTAGE.  
Furthermore, notes the *Baltimore Sun*: "Special air mail postage has been arranged for. Stamps, in denominations of 8, 16 and 24 cents, will be on sale. For rate purposes, the route has been divided into three zones, one between New York and Chicago, another between Chicago and Cheyenne, and the third between Cheyenne and San Francisco. An eight-cent air mail stamp will carry an ounce letter anywhere within one of these zones; while it will require a sixteen-cent stamp to carry such a letter into (Continued on next column.)"

## S.S. "YANG-TSZ."

SERVICES CONTRACTUELS DES  
MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from ANTWERP, LONDON, MANCHESTER, etc., in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasures and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 25th instant, at Noon, will be subject to Rent and Landing Charges.  
All Claims must be sent in to me on or before the 25th instant, or they will not be recognized.  
All damaged packages will be examined on Friday, the 25th instant, at 10 a.m., by Messrs. Goddard & Douglas.  
No Fire Insurance has been effected.  
R. RODENFUSER,  
Acting Agent,  
Hongkong, 19th July, 1924. 1019

## S.S. "ANGKOR."

SERVICES CONTRACTUELS DES  
MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from MARSEILLE, LONDON, etc., also Cargo ex S.S. "VERMOREL" and "AMAZONE" from MARSEILLES, etc., in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasures and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 25th instant, at Noon, will be subject to Rent and Landing Charges.

All Claims must be sent in to me on or before the 25th instant, or they will not be recognized.

All damaged packages will be examined on Saturday, the 26th instant, at 10 a.m., by Messrs. Goddard & Douglas.  
No Fire Insurance has been effected.  
R. RODENFUSER,  
Acting Agent,  
Hongkong, 20th July, 1924. 1020

SUICIDE ON THE  
"SAARBRUCKEN"

The German steamer *Saarbrücken* which is undergoing repairs in dock at Singapore, the scene of a tragedy a week ago when Herman Schnaars, the storekeeper committed suicide by hanging himself in the stowage of the steamer. On a slip of paper he had written the following: "Through the fault of others, Mr. F. G. Bourne, the owner, viewed the body and an inquest will be held in a few days."

the second zone and a twenty-four-cent stamp to the third zone.  
"The present daylight transcontinental air mail service advances, from one terminal point to another, mail deposited after the departure of trains, and operates as an auxiliary to the regular schedules of railway mail routes. This service will be combined with the night flying, so that mail will be carried through to its destination or to a nearest transfer point. The new eastbound schedule calls for thirty-two hours five minutes. Westbound the time will be thirty-four hours forty-five minutes." In the opinion of the *Cleveland Plain Dealer*:

"The decision of the Postmaster-General to extend the scope of the Air Mail service is justified by six years of successful operation in the daylight coast-to-coast service. In view of the backwardness of our Army and Navy air programmes, the training of flyers in the postal service is particularly significant. The mail planes will afford the nation a nucleus of trained flyers, not now otherwise provided, to which it may turn in an emergency."

## INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATION.

| TSINGTAU via SWATOW & SHANGHAI | "YATSHING"  | Thursday, 24th July, 10 a.m. |
|--------------------------------|-------------|------------------------------|
| MANILA                         | "YUENSANG"  | Saturday, 26th July, 11 a.m. |
| HAIPHONG via HOIHOW            | "MINGSANG"  | Sunday, 27th July, 7 a.m.    |
| SHANGHAI via SWATOW            | "TUNGSHING" | Monday, 28th July, 10 a.m.   |
| BANGKOK via SWATOW             | "HANGSANG"  | Monday, 28th July, 5 p.m.    |
| TIENSIN                        | "CHIPSANG"  | Wednesday, 30th July, 3 p.m. |
| STRAITS & CALCUTTA             | "HOSANG"    | Friday, 1st Aug., 1 p.m.     |
| SANDAKAN                       | "MAUSANG"   | Saturday, 2nd Aug., 3 p.m.   |
| MANILA via AMOY                | "SUISANG"   | Sunday, 3rd Aug., 7 a.m.     |
| HAIPHONG via HOIHOW            | "LEESANG"   | Friday, 15th Aug., 7 a.m.    |
| KOBE                           | "KUTSANG"   |                              |

CALCUTTA LINE—This Line now affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Wireless and carry a fully-qualified Surgeon.

Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Saturday, at 11 a.m.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at Hanoi both ways.

BORNEO LINE—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers, s.s. "HINSANG" and s.s. "MAUSANG," both steamers having excellent passenger accommodation. Cargo taken, on having excellent passenger accommodation. Cargo taken, on having excellent passenger accommodation.

TIENSIN LINE—A regular service is run from March to November between Hongkong and Tientsin, occasionally calling at Weihaiwei and Chefoo.

BANGKOK LINE—A weekly service is provided between Hongkong and Bangkok via Swatow by five steamers fitted with up-to-date passenger accommodation.

## CALCUTTA LINE

s.s. "HOSANG" will be despatched on or about  
Wednesday, 30th July, 3 p.m., for SINGAPORE, PENANG  
& CALCUTTA.

Through Bills of Lading issued to RANGOON, MADRAS, PORT  
SWETTENHAM and DUTCH EAST INDIES.

For Freight or Passage apply to—

JARDINE, MATHESON &amp; CO., LTD.,

GENERAL MANAGERS.

TELEPHONE No. CENTRAL 215.

## GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K.-STRAITS, CHINA &amp; JAPAN SERVICE

OUTWARDS.

HOMEWARDS.

| Vessel          | Due Hongkong | Vessel    | Leaves Hongkong | Discharges |
|-----------------|--------------|-----------|-----------------|------------|
| "GLENSHIEL"     | In Port      | "GLENBEE" | 19th Aug.       | Hankow.    |
| "PEMBROKESHIRE" | 6th Aug.     |           |                 |            |
| "GLENIFFER"     | 20th Aug.    |           |                 |            |

Movements are subject to change without notice.

For Freight or further Particulars, please apply to—

JARDINE, MATHESON &amp; CO., LTD.,

THE GLEN LINE, LTD., AGENTS.

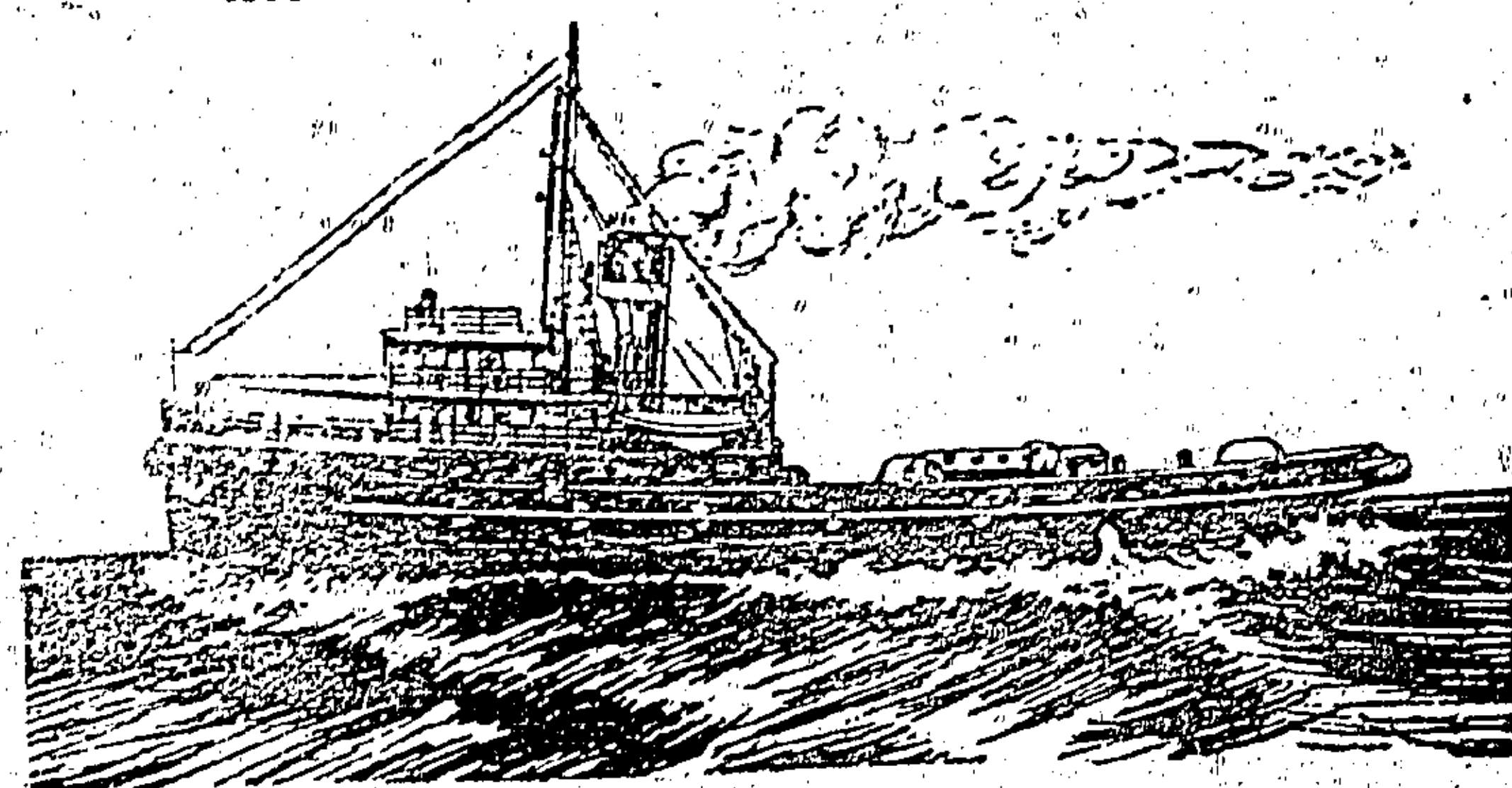
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Iron and Brass Founders, Forge Masters, Electricians.



Steel Twin-Screw Ocean-going Tug and Salvage Steamer

'Henry Keswick'

Built, engine and equipped complete by The Hongkong & Whampoa Dock Co., Ltd., Hongkong for their own service, 1921. Length 165' B.P. Breadth 34' (m) Depth 17' (m) L.H.P. 2000. Fitted with electrically driven submersible and centrifugal pumps, air compressor, wireless, sea light and all modern appliances for Salvage Work.

Please address enquiries to the Chief Manager

R. M. DYER, B.Sc., M.I.N.E. NEWLY DOCK, HONGKONG.



## SHIPPING NEWS

## ARRIVALS.

July 20th.

*Delaware Maru*, Japanese str., 3,373 tons, Capt. K. Harada, from Liverpool, with a general cargo, lying at Kowloon wharf—N.Y.K.

*Deception*, British str., 1,047 tons, Capt. C. W. Shearer, from Saigon, with a cargo of rice, lying at Stonecutters—Thai Thuan S.S. Co.

*Kunming*, Chinese str., from Canton, lying at C.M.S.N. wharf.

*Reims*, French str., 317 tons, Capt. A. Monod, from Hongkong, with a general cargo, lying at buoy No. C13.

*Tai Woo*, Chinese str., from Canton, lying at C.M.S.N. wharf.

*Surabaya*, British str., 4,845 tons, Capt. A. J. Rainey, from Singapore, with a general cargo, lying at buoy No. A10.

*Santa*, Portuguese str., 450 tons, Capt. G. A. de Souza, from Kwang Chow Wan, with a general cargo, lying at Sai Kung wharf—Huang Kai.

*Takara Maru*, Japanese str., 1,294 tons, Capt. T. Ishigaki, from Keelung and Swatow, with a cargo of coal, lying at buoy No. C13—Y.K.K.

*Tan Lok*, French str., 704 tons, Capt. E. Ross, from Haiphong and Pakhoi, with a general cargo, lying at buoy No. C13.

July 21st.

*Atlanta*, British str., 1,982 tons, Capt. E. B. Francis, from Liverpool, which port she left on June 14th, with a general cargo, lying at Holt's wharf—B. & S.

*Borneo*, British str., from Canton, lying at buoy No. C16.

*Caribbean*, British str., 3,000 tons, Capt. H. S. Galtson, from Shanghai, with a general cargo, lying at buoy No. A10—J. M. & Co.

*Empress of Russia*, British str., 8,781 tons, Capt. A. J. Haskin, from Vancouver and Shanghai, the latter port she left on July 19th, with a general cargo, lying at buoy No. A10—C.M.S.N. Co.

*Archipelago*, British str., from Canton, lying at buoy No. C14.

*Paraguay*, British str., 1,022 tons, Capt. H. C. Kiddle, from Hongkong, with a general cargo, lying at Stonecutters—Cheong Yee S.S. Co.

*President Adams*, American str., 6,200 tons, Capt. J. Pondleberg, from New York and Shanghai, with a general cargo, lying at Kowloon wharf—Dollar S.S. Line.

*Shonan*, British str., 1,227 tons, Capt. J. Mathias, from Shanghai, with a general cargo, lying at buoy No. D2—J. M. & Co.

*Song Goh*, French str., from Canton, lying at Stonecutters.

*Taiwan*, Chinese str., 1,216 tons, Capt. M. P. Japen, from Shanghai, with a general cargo, lying at C.M.S.N. wharf—C.M.S.N. Co.

*Taiwan*, British str., 1,336 tons, Capt. C. E. Isbister, from Haiphong and Hongkong, with a general cargo, lying at Stonecutters—B. & S.

*Wah Shin*, Chinese str., 258 tons, Capt. Chun Nam, from Kwang Chow Wan, with a general cargo, lying at Sai Kung wharf—Shui Lee Co.

## CLEARANCES.

July 20th.

*Angkor*, for Shanghai.

*Parthos*, for Saigon.

*Takara Maru*, for Canton.

*Yungtze*, for Shanghai.

July 21st.

*Banbueng Maru*, for Batavia.

*Brangon*, for Shanghai.

*Carnarvonshire*, for Singapore.

*Fern*, for Canton.

*Hop Sang*, for Swatow.

*Indraguna*, for Swatow.

*Kinta Maru*, for Singapore.

*Kwangtung*, for Swatow.

*Lee Sang*, for Hongkong.

*Koh Sang*, for Singapore.

*Shonan*, for Canton.

*Solihien*, for Saigon.

*Song Group*, for Haiphong.

*Sudi*, for Kwang Chow Wan.

*Szechuen*, for Amoy.

*Takara Maru*, for Canton.

*Taiwan*, for Canton.

*Wah Shin*, for Kwang Chow Wan.

*Wah Sang*, for Swatow.

## O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON, HAMBURG, ROTTERDAM & ANTWERP—via Singapore, Colombo, Suez and Port Said.

"AMAZON MARU" ... Tuesday, 5th Aug.

RIO DE JANEIRO, SANTOS & BUENOS AIRES—via Saigon, Singapore, Colombo, Durban and Capetown.

PANAMA MARU ... Monday, 11th Aug.

BOMBAY via Singapore and Colombo.

"ALPS MARU" (Call at Penang) ... Monday, 4th Aug.

BANGKOK, SAIGON via SINGAPORE.

"KISHU MARU" ... Friday, 1st Aug.

CALCUTTA via Singapore & Rangoon.

"HAGUE MARU" ... Saturday, 20th July.

VICTORIA, SEATTLE, TACOMA & VANCOUVER via Shanghai and Japan Ports.

"MANILA MARU" ... Wednesday, 13th Aug.

NEW YORK via Japan Ports, San Francisco and Panama.

JAPAN PORTS—Mojji, Kobe, Osaka, Yokkaichi and Nagoya.

"BORNEO MARU" ... Thursday, 29th July.

"PAIS MARU" ... Monday, 11th Aug.

"MANILA MARU" ... Wednesday, 12th Aug.

KEELUNG via SWATOW & AMOY.

"KAJO MARU" ... Sunday, 27th July, Noon.

TAKAO via SWATOW & AMOY.

"KOTSU MARU" ... Thursday, 21st July.

TAKAO & KEELUNG.

"BATAVIA MARU" ... Sunday, 3rd Aug.

For further particulars please apply to—

OSAKA SHOSEN KAISHA.

Telephone Nos. 4038, 4039, 4030.

F. SHIMA, Manager.

## PASSENGERS.

## ARRIVALS.

Per s.s. *Admiral*, on July 21st:—Mr. A. R. Fors, Mr. P. Leatham, Mr. F. S. Cuchner, Mr. C. Dard, Mr. J. Doney.

Per R.M.S. *Empress of Russia*, on July 21st:—For Hongkong: Mr. and Mrs. R. L. Hector, Mrs. F. A. Montrose, Mrs. A. Gysin, Mr. J. H. Connor, Mr. and Mrs. R. Bazzani, Mr. C. K. Chao, Mr. C. F. Chan, Mr. Y. K. Chan, Mr. H. F. James, Major and Mrs. Richard, Mrs. T. T. Li, Mr. and Mrs. K. Li, Mr. and Mrs. K. S. Liang and two children, Mr. J. McMillan, Mr. J. F. McGregor, Miss A. Moosa, Mr. C. A. Moszkowski, Mr. L. S. Nikola, Mr. C. S. Ngoh, Mr. E. Ross, Mr. F. K. Simoes, Mr. F. H. Sun, Mrs. H. T. Tong, Miss Tong, Mr. Y. F. Woo, Mr. R. Arhill, Mr. E. Mitholland, Mr. A. Font-Tact, Mr. C. H. Haigh, Mr. and Mrs. E. Marshall, Miss M. Wolfson, Mr. A. Rivera, Mr. H. Evangelista, Miss L. Lewis, Mr. Man Shou Lin, Mrs. C. R. Menz, Mrs. H. Winburg and child, Mr. D. D. Alejandro, Mr. and Mrs. W. H. Berghman and son, Mrs. L. Ben, Mr. P. Davis, Mrs. J. Mansfield, Mr. H. T. Mendoza, Mr. E. N. Salom, Mr. L. Porras, Mr. and Mrs. H. E. Woides, Mr. S. Muradita, Mrs. M. Saito, Mr. P. A. Beliatzky, Mr. and Mrs. A. Fortik, Mr. E. W. Koester, Mrs. P. J. Lumbey, Miss N. G. Plunkett, Mr. E. Masias, Mr. F. Valera, Mr. C. J. Yu.

Per Dollar s.s. *President Adams*, on July 21st:—Mr. and Mrs. D. Davidson, Mr. and Mrs. A. J. Jiko, Mr. V. M. Kikoff, Mr. E. F. O'Connor, Mrs. B. A. Proulx, Mrs. H. T. Chouharen, Rev. and Mrs. A. Beckendorf, Dr. and Mrs. J. L. Greene, Miss M. Greene, Miss L. La Valley, Mrs. C. L. Glass, Miss H. Griffiths, Capt. M. Keating, Mr. Emil Reiff, Mr. and Mrs. R. E. Straub, Mr. Max Wildholz, Mrs. W. D. Poulson, Bishop J. W. and Mrs. Robinson, Miss Minnie Buxton, Miss Maude Wheeler, Mr. J. G. Hammond, Miss Elizabeth Ecker, Mr. F. L. Fianell, Mr. and Mrs. O. C. Hansen, Miss E. C. Wright, Mr. F. Handberg, Mr. Karl Lamb, Mr. R. Gerdike, Mr. J. N. Macdonald, Mr. O. S. Stewart, Mr. and Mrs. M. Verhoeven, Miss Lucilla Ernst, Mr. Jos. Hamilton, Mr. Geo. Blumhardt, Mr. Karl E. Burr, Dr. and Mrs. W. M. Butler, Mr. and Mrs. C. E. Curtis, Miss Cora Curtis, Mrs. Minnie Z. Jaffa, Mr. N. Kner, Mr. and Mrs. Asbel Welch.

Per M.M. s.s. *Angkor*, on July 20th:—For Shanghai: Mr. Valent, Mr. J. Pasquier, Mr. Gervais, Rev. and Mrs. M. S. Ady, Rev. and Mrs. A. J. Fisher and son, Miss Elsie Howell, Miss D. Abraham, Miss Jean Macpherson, Mr. Flaque, Mr. Andre Rony.

Per M.M. s.s. *Paraguay*, on July 20th:—For Saigon: Rev. and Mrs. Erwin and two children, Mrs. Patterson, for Singapore: Mr. Benze, Jay Smith, Mr. Aubrey Jay Smith, Mr. Lewis Parker, Mr. J. W. Anderson, Miss Archibald, Mr. G. Murphy, for Colombo: Sisters Ernest and Camille, for Port Said: Mr. and Mrs. G. B. Reuben, for Marseilles: Mr. C. de Menezes, Mr. Seychal, Mr. Blazy, Mr. and Mrs. Rollin, Mrs. G. W. Rollin, Mrs. G. W. Gross, Mr. A. Lamb, Mr. J. Vaillant, Mr. R. Servantie, Mr. G. Regnaud, Mr. F. le Gallec, Mr. A. Jousaume, Mr. C. Brunet, Mr. G. Chervin, Mr. M. Gillet.

## SHIPPING MOVEMENTS.

The R.M.S. *Empress of Russia* will sail hence for Manila, at 5 p.m., on Thursday, the 24th inst.

The B.I. and Apeal Line's s.s. *Takada* left Singapore for this port on the morning of the 19th inst., and is due here on the morning of the 24th.

The T.K.K. s.s. *Takara Maru* arrived at Yokohama on the 19th inst., and sails to-day, being due at Hongkong on the 24th inst.

The T.K.K. s.s. *Siberia Maru* arrived at Yokohama on the 20th inst., and sails on the 23rd, for Honolulu and San Francisco.

The s.s. *Loonodon* (Blue Funnel), arrived at London on the 19th inst.

The s.s. *Polyphemus* (Blue Funnel), for Genoa, Havre, Liverpool and Glasgow, left Shanghai on the 20th inst. for this port, and is due here on the 23rd. She will be despatched at noon on the 25th.

## CANADIAN PACIFIC

## THE "EMPRESS OF RUSSIA"

WILL SAIL FROM HONGKONG

TO MANILA

5 P.M., THURSDAY, JULY 24th.

FROM HONGKONG

TO VANCOUVER

NOON, THURSDAY, JULY 31st.

via Shanghai, Nagasaki, Kobe &amp; Yokohama.

Passenger Department: Telephone C. 752. Cables: "GACANPAC." Freight and Express: Telephone C. 42. Cables: "NAUTILUS."

## T. K. K.

THE PATHWAY OF THE SUN  
"Via HONOLULU—The PARADISE OF THE PACIFIC"

REDUCED FARE TO EUROPE. £120-£112-£110

First class throughout. Mono class steamers on the Atlantic.

HONGKONG TO SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND HONOLULU.

STEAMERS. TAIYO MARU (calling at Keelung) ... 22,000 tons, July 23th.

KOREA MARU ... 20,000 tons, August 2nd.

SHINYO MARU ... 22,000 tons, September 4th.

SIBERIA MARU ... 20,000 tons, September 19th.

HONGKONG TO VALPARAISO, VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, MANZANILLO, BALBOA.

CALLAO, MOLLEND, ARICA AND IQUIQUE.

THENCE BY TRANS-ANDRAN ROUTE TO BUENOS AIRES.

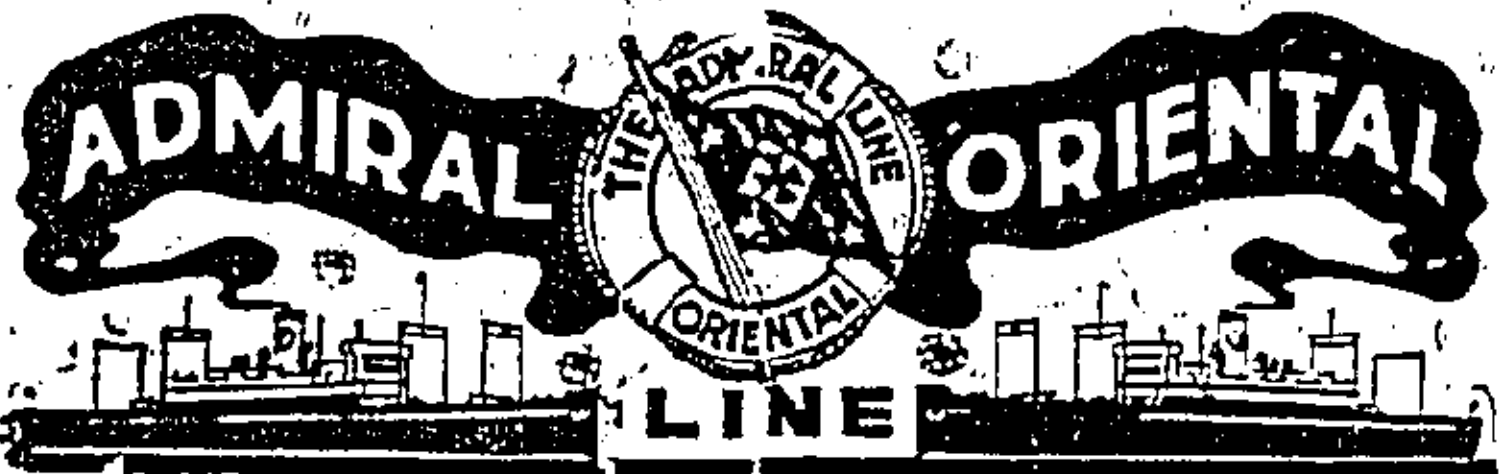
STEAMERS. GINYO MARU ... 16,000 tons, September 5th.

ANYO MARU ... 18,700 tons, October 19th.

Through Bills of Lading issued to all United States Overland Points; also via Panama Canal Lines to Atlantic Ports.

For full information regarding Passengers, Freight and Sailings, Apply to—

Y. TSUTSUMI, Manager, Agents at Canton: Messrs. T. E. GRIFFITH, Tel. Nos. C. 237 &amp; 1475.



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THE NEW FAST AMERICAN STEAMERS TO  
SEATTLE & VICTORIA  
SHANGHAI—KOBE—YOKOHAMA.

"PRESIDENT MCKINLEY" ... July 26th.

"PRESIDENT JACKSON" ... Aug. 7th.

"PRESIDENT JEFFERSON" ... Aug. 19th.

"PRESIDENT GRANT" ... Aug. 31st.

"PRESIDENT MADISON" ... Sept. 12th.

TO EUROPE—£120-£112-£110

First Class on the Pacific. First Class on American or Canadian Railways. First Class and Monoclass and Second Class on the Atlantic. Choice of Trans-Continental Railways. Any Line on the Atlantic. Through Accommodations and Booking Arranged.

## TO MANILA

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"PRESIDENT JEFFERSON" ... Aug. 10th.

"PRESIDENT GRANT" ... Aug. 22nd.

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For MANILA, SINGAPORE, COLOMBO, SUZ, PORTSAID, BARCELONA and OTHER SPANISH PORTS.

S.S. "LEGAZPI" ... 5th Sept.

S.S. "C. LOPEZ Y LOPEZ" ... 20th Oct.

S.S. "ISLA DE PANAY" ... 21st Dec.

For YOKOHAMA, KOBE, NAGASAKI, and SHANGHAI.

S.S. "LEGAZPI" ... 18th Aug.

S.S. "C. LOPEZ Y LOPEZ" ... 12th Oct.

S.S. "ISLA DE PANAY" ... 3rd Dec.

The steamers of this Company are all classed 100 A1 at Lloyd's and are fitted with every modern convenience for the comfort and safety of the passengers.

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BOTELO BROS., Alexandra Building, Hongkong.

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FAST NEW AMERICAN STEAMERS TO

SAN FRANCISCO

VIA

SHANGHAI, KOBE, YOKOHAMA &amp; HONOLULU

S.S. "PRESIDENT FIERCE" ... July 30th, at 4 p.m.

S.S. "PRESIDENT TAFT" ... August 13th, at 4 p.m.

S.S. "PRESIDENT WILSON" ... August 27th, at 4 p.m.

Sailing and Fares subject to Change Without Notice.

LOW FARES TO EUROPE

LOCAL EQUIVALENT OF

£120 £112 £110

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## HONGKONG—MANILA

S.S. "PRESIDENT TAFT" ... August 2nd, at Noon.

S.S. "PRESIDENT WILSON" ... August 17th, at Noon.

## HONGKONG—CALCUTTA

FREIGHT ONLY

CALCUTTA via SINGAPORE, PENANG &amp; RANGOON.

S.S. "LAKE FIELDING" ... July 22nd, 1924, at 4 p.m.

For Full Information regarding Rates, Space, etc., Apply to—

## PACIFIC MAIL STEAMSHIP CO.

1st Floor, QUEEN'S BUILDING, HONGKONG.

Cable Address: Tel. Central 141. Canton Agents: "BOLANO." 3322. HOLYOAK MASSEY &amp; CO., LTD.



SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE &amp; VANCOUVER via Shanghai, Japan ports

Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.

Through passage rates to Europe via America. G341 S. G3420, G3440.

YOKOHAMA MARU ... Saturday, 30th Aug., at 11 a.m.

KAGA MARU ... Friday, 29th Sept., at 11 a.m.

MARSEILLES, LONDON &amp; ANTWERP via Singapore Ports.

HAKOZAKI MARU ... Wednesday, 30th July, at 11 a.m.

HAKUSAN MARU ... Wednesday, 13th Aug.

HAMBURG via LONDON &amp; ROTTERDAM.

DURBAN MARU ... Beginning Sept.

LIVERPOOL via MARSEILLES &amp; VALENCIA.

TSURUGA MARU ... Sunday, 24th Aug.

SYDNEY &amp; MELBOURNE via Manila Ports.

MISHIMA MARU ... Wednesday, 20th Aug., at 11 a.m.

TANIGAWA MARU ... Wednesday, 17th Sept., at 11 a.m.

NEW YORK &amp; BOSTON via PANAMA.

TAKETOYO MARU ... Monday, 4th Aug.

BUENOS AIRES via Singapore, Durban &amp; Cape Town.

KAMAKURA MARU ... Thursday, 23th Aug.

BOMBAY via Singapore &amp; Colombo.

MORIOKA MARU ... Tuesday, 29th July.

NAGATO MARU ... Sunday, 10th Aug.

CALCUTTA via Singapore, Penang &amp; Rangoon.

OSAKA MARU ... Wednesday, 30th July.

MALACCA MARU ... Thursday, 1st Aug.

NAGASAKI, KOBE &amp; YOKOHAMA.

TANGO MARU ... Thursday, 14th Aug.

SHANGHAI, KOBE &amp; YOKOHAMA.

HARUNA MARU ... Tuesday, 23th July.

TAMBO MARU ... Friday, 1st Aug.

SADO MARU ... Sunday, 10th Aug.

RAMO MARU ... Wednesday, 13th Aug.

For further information, apply to—

NIPPON YUSEN KAISHA.

Telephone: Central Nos. 292, 293 &amp; 2422. Y. YAMAMOTO, Manager.



## JAPAN COAL

AND

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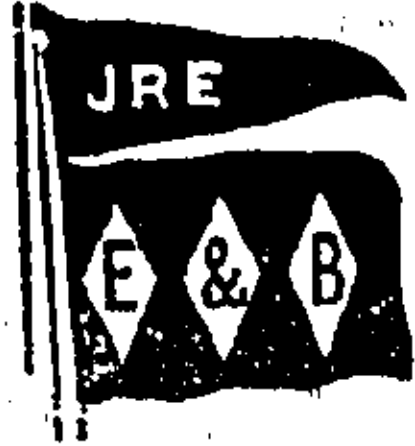
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BUCKNALL



STEAMSHIP

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"CITY OF DUNKIRK" ..... 2nd Aug. .... Marseilles, London, Hamburg & Hull  
**PASSENGER SERVICE.**

"CITY OF LAHORE" ..... 26th Oct. .... Shanghai and Japan  
 "CITY OF LAHORE" ..... 7th Dec. .... Marseilles, London, etc.

FARES TO LONDON.

SINGLE 1st Class "A" £2.92, "B" £2.84, 1st Class "A" £2.85, "B" £2.86.  
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Sailings from Hongkong.

"TITAN" ..... via Suez Canal ..... 31st July  
 "CITY OF CHESTER" ..... via Suez Canal ..... 11th Aug.  
 "BELLEROPHON" ..... via Suez Canal ..... 21st Aug.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.  
 Subject to change without notice.

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BUTTERFIELD & SWIRE OR THE BANK LINE LTD., HONGKONG.  
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M.

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M.

| Mail Steamers  | Next Sailings from Marseilles | Pro. Arr. at Hkgy. and Sailings for Shanghai and Japan | Probable Sailings from Hongkong for Marseilles |
|----------------|-------------------------------|--------------------------------------------------------|------------------------------------------------|
| AMAZONE        | 17th July                     | 4th Aug.                                               | 3rd Aug.                                       |
| ANGKOR         | 3rd July                      | 18th Aug.                                              | 31st Aug.                                      |
| AYAT LE RIDEAU | 17th July                     | 1st Sept.                                              | 14th Sept.                                     |
| PAUL LECAT     | 31st July                     | 15th Sept.                                             | 28th Sept.                                     |
| ANDRE LEBON    | 14th Aug.                     |                                                        | 12th Oct.                                      |
| AMBOISE        |                               |                                                        |                                                |

## RATES OF PASSAGE MONEY TO MARSEILLES

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Through Tickets to London and Leaving Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (Cargo Boats).

"YALOV" from DUNKIRK about to arrive about 23rd August.

Sailings subject to alteration without notice.

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MESSAGERIES MARITIMES CO., 8, QUEEN'S BUILDING.

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FOR

SWATOW, AMOY &amp; FOOCHOW AND RETURN

(Occupying 9 or 10 Days)

|          |                      |                               |
|----------|----------------------|-------------------------------|
| HAIPHONG | Capt. Ellis Walker   | Tuesday, 22nd July, at 3 p.m. |
| HAIPHONG | Capt. W. S. Turnbull | Friday, 25th July, at 1 p.m.  |
| HAIPHONG | Capt. W. O. Passmore | Tuesday, 29th July, at 6 p.m. |

Arrivals and Departures from the Company's Wharf (near Blake Pier).

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DOUGLAS LAPRAIK &amp; CO., General Manager.

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 S.S. "SOUTHWESTERN MILLER" ..... 1st October.

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 NEW ZEALAND & QUEENSLAND PORTS, RED SEA,  
 EGYPT, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY  
 DIRECT ROYAL MAIL STEAMERS.  
 (Under Contract with H.M. Government.)

| S.S.           | Tons   | From Hongkong (Agent)                           | Destination                     |
|----------------|--------|-------------------------------------------------|---------------------------------|
| "MALWA"        | 10,841 | 26th July, Noon Marseilles, London & Antwerp.   |                                 |
| "JEYPORE"      | 6,715  | 29th July, Noon Spore, Penang, Colombo & B'way. |                                 |
| "MIRZAPORE"    | 6,715  | 31st Aug.                                       |                                 |
| "DEVANHA"      | 6,092  | 31st Aug.                                       | Marseilles, London & Antwerp.   |
| "SICILIA"      | 6,813  | 22nd Aug.                                       | Spore, Penang, Colombo & B'way. |
| "MANTUA"       | 10,802 | 23rd Aug.                                       | Marseilles, London & Antwerp.   |
| "NAGOYA"       | 6,884  | 30th Aug.                                       |                                 |
| "SARDINIA"     | 6,884  | 4th Sept.                                       | Spore, Penang, Colombo & B'way. |
| "KALYAN"       | 9,118  | 6th Sept.                                       | Marseilles, London & Antwerp.   |
| "KASHMIR-HIND" | 11,430 | 20th Sept.                                      |                                 |
| "SOUDAN"       | 6,886  | 2nd Oct.                                        | Spore, Penang, Colombo & B'way. |
| "KASHMIR"      | 6,886  | 4th Oct.                                        | Marseilles, London & Antwerp.   |
| "MOREA"        | 10,811 | 18th Oct.                                       |                                 |
| "SICILIA"      | 6,813  | 28th Oct.                                       | Spore, Penang, Colombo & B'way. |
| "KASHGAR"      | 6,840  | 1st Nov.                                        | Marseilles, London & Antwerp.   |
| "MALWA"        | 10,841 | 15th Nov.                                       |                                 |
| "KASHMIR"      | 6,886  | 28th Nov.                                       |                                 |
| "KALYAN"       | 9,118  | 13th Dec.                                       |                                 |
| "KASHMIR"      | 6,886  | 27th Dec.                                       |                                 |
| "MACEDONIA"    | 11,089 | 10th Jan. 1925                                  |                                 |
| "KALYAN"       | 9,118  | 24th Jan. 1925                                  |                                 |
| "MOREA"        | 10,811 | 6th Feb. 1925                                   |                                 |

## BRITISH INDIA-APCAR SAILINGS

|          |        |           |                              |
|----------|--------|-----------|------------------------------|
| "TANDA"  | 6,886  | 29th July | Singapore, Penang & Calcutta |
| "TAKADA" | 6,848  | 17th Aug. | do.                          |
| "TALMA"  | 10,000 | 29th Aug. | do.                          |

## EASTERN AND AUSTRALIAN SAILINGS (South)

|              |       |           |                               |
|--------------|-------|-----------|-------------------------------|
| "ST. ALBANS" | 4,500 | 30th July | Manila, Sandakan, Thursday    |
| "KASHMIR"    | 4,500 | 17th Aug. | Island, Townsville, Brisbane, |
| "ARAFURA"    | 6,000 | 1st Oct.  | Sydney & Melbourne.           |

Frequent connections from Australia with the following—  
 The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver  
 The P. & O. Royal Mail Steamers to London via Suez Canal, San Francisco, etc.  
 The P. & O. Branch Service of Steamers to London via the Cape.  
 The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

## SAILINGS TO SHANGHAI AND JAPAN

|                |        |                   |                              |
|----------------|--------|-------------------|------------------------------|
| "MANTUA"       | 10,802 | 25th July, D.L.   | Shanghai, Moji & Kobe.       |
| "SICILIA"      | 6,813  | 25th July, 4 p.m. | Shanghai.                    |
| "TAKADA"       | 6,848  | 25th July         | Amoy, Shanghai, Moji & Kobe. |
| "NAGOYA"       | 6,884  | 1st Aug.          | Shanghai, Moji & Kobe.       |
| "EASTERN"      | 6,886  | 2nd Aug.          | Moji & Kobe.                 |
| "SARDINIA"     | 6,884  | 3rd Aug.          | Shanghai & Kobe.             |
| "KALYAN"       | 9,118  | 6th Aug.          | Shanghai, Moji & Kobe.       |
| "TALMA"        | 10,000 | 9th Aug.          | Moji & Kobe.                 |
| "KASHMIR-HIND" | 11,430 | 22nd Aug.         | Shanghai, Moji & Kobe.       |
| "KASHMIR"      | 6,886  | 5th Sept.         | Shanghai & Kobe.             |
| "SOUDAN"       | 6,886  | 8th Sept.         | Moji & Kobe.                 |
| "ARAFURA"      | 6,000  | 12th Sept.        | Shanghai, Moji & Kobe.       |
| "MOREA"        | 10,811 | 13th Sept.        | Shanghai, Moji & Kobe.       |
| "KASHGAR"      | 6,840  | 14th Sept.        | do.                          |
| "ST. ALBANS"   | 4,500  | 14th Oct.         | Moji & Kobe.                 |
| "SICILIA"      | 6,813  | 18th Oct.         | Shanghai & Kobe.             |
| "MALWA"        | 10,841 | 18th Oct.         | Shanghai, Moji & Kobe.       |
| "KASHMIR"      | 6,886  | 1st Nov.          | do.                          |
| "EASTERN"      | 6,886  | 1st Nov.          | Moji & Kobe.                 |
| "MANTUA"       | 10,802 | 15th Nov.         | Shanghai, Moji & Kobe.       |
| "KALYAN"       | 9,118  | 22nd Nov.         | Shanghai, Moji & Kobe.       |
| "KASHMIR"      | 6,886  | 28th Dec.         | Moji & Kobe.                 |
| "MACEDONIA"    | 11,089 | 12th Dec.         | Shanghai, Moji & Kobe.       |
| "KALYAN"       | 9,118  | 27th Dec.         | do.                          |

1925.

All dates are approximate and subject to alteration without notice.  
 WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.  
 Passengers for Hongkong must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.  
 All Cabins are fitted with Electric Fans free of charge.  
 Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.  
 For Further Information, Passage Fares, Handbooks, etc., apply to—

MACKINNON, MACKENZIE &amp; CO.

24, Des Voeux Road Central, HONGKONG.

Agents.

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OPERATING U.S. GOVERNMENT SHIPS

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TO SAN FRANCISCO AND LOS ANGELES  
 FROM HONGKONG BY DIRECT ROUTE.

U.S.S. "WEST CAJON" ..... Due Hongkong 23rd July  
 Leave Hongkong 26th July  
 U.S.S. "WEST JESTER" ..... Due Hongkong 17th Aug.  
 Leave Hongkong 20th Aug.

CARBO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO  
 WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS.  
 THROUGH BILLS OF LADING ISSUED TO U.S.  
 AND CANADIAN OVERLAND POINTS.

TO MANILA, CEBU, ILOILO, ZAMBOANGA AND TABACO.  
 U.S.S. "WEST SEQUANA" ..... Due Hongkong 25th July  
 Leave Hongkong 28th July

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

TO MANILA, CEBU AND ZAMBOANGA.  
 U.S.S. "WEST FARALON" ..... Due Hongkong 16th Aug.  
 Leave Hongkong 18th Aug.

For Full Information, Apply to

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L. EVERETT, General Agent for  
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 INDO-CHINA-STRAITS & JAVA.  
 1st Floor, Queen's Building  
 Phone No. Central 3008.  
 G. P. BRADFORD, Res. Agent. [123]

## CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

| Ports                        | Steamers    | Date of Departure     |
|------------------------------|-------------|-----------------------|
| AMOY & SHANGHAI              | "SZECHUEN"  | On 22nd July, D.L.    |
| HOIHOW, PAKHOI & HAIPHONG    | "TAMING"    | On 22nd July, 10 a.m. |
| SWATOW & BANGKOK             | "KUANGLUNG" | On 22nd July, 2 p.m.  |
| WAIHAIWAI, CHEFOO & TIENTSIN | "KUEIHOW"   | On 23rd July, 3 p.m.  |
| SWATOW & SHANGHAI            | "SOOCHOW"   | On 24th July, 4 p.m.  |
| SHANGHAI & TIENTSIN          | "CHANGHONG" | On 25th July, 3 p.m.  |
| HOIHOW & BANGKOK             | "CHENAN"    | On 27th July, 10 a.m. |
| SWATOW & SHANGHAI            | "SUIYANG"   | On 27th July, 3 p.m.  |
| AMOY & SHANGHAI              | "YINGCHOW"  | On 28th July, D.L.    |
| SWATOW & BANGKOK             | "TEAN"      | On 28th July, 2 p.m.  |
| AMOY, SWATOW & SINGAPORE     | "KIUNGCHOW" | On 29th July, 2 p.m.  |
| WAIHAIWAI, CHEFOO & TIENTSIN | "HUICHOW"   | On 31st Aug., 4 p.m.  |
| AMOY, SWATOW & SINGAPORE     | "KIANGSU"   | On 31st Aug., 2 p.m.  |
| SWATOW & BANGKOK             | "KATING"    | On 31st Aug., 2 p.m.  |

SHANGHAI LINE.—Excellent Saloon accommodation, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (via Swatow) and Saturdays (via Amoy) leaving Hongkong Thursdays (via Swatow) and Saturdays (direct to Tientsin). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

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For Freight or Passage apply to—

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HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATION

| Steamer    | Arr. Hongkong | Sails for Manila |
|------------|---------------|------------------|
| "CHANGSHA" | 28th July     | 2nd August       |

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A fully qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian Ports.

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REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE, FOR BRINDISI, VENICE AND TRIESTE (SUMMER).

TAKING CARGO ON THROUGH BILLS OF LADING TO  
 GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND  
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REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE

£66.

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S.S. "BRENTA" ..... Sails about 24th July.  
 S.S. "VENEZIA" ..... Sails about 3rd August.  
 S.S. "LACONIA" ..... Sails about 18th August.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S. "GERANIA" ..... Sails hence, 3rd August.  
 S.S. "ROSANDRA" ..... Sails about 8th August.  
 S.S. "BRENTA" ..... Sails about 23rd August.  
 S.S. "VENEZIA" ..... Sails about 8th September.

\* Cargo only.

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FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMZUMBI" ..... Sails about 31st August.

Regular Passenger and Cargo Service to South African Ports.

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For CANTON

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S.S. "TAIKWA MARU" ..... on or about 25th July

For KEELUNG via Swatow &amp; Amoy

S.S. "CHUEWA MARU" ..... on or about 24th July

For further particulars, please apply to—

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Tel. Central No. 156.

Tel. Central No. 140 &amp; 445.



